

# The Hongkong Telegraph

WEATHER FORECAST  
CLOUDY,  
Barometer 29.61

(ESTABLISHED 1881.)

Copyright, 1914 by the Proprietor.

July 10, 1914, Temperature 6 a.m. 77, 2 p.m. 87.  
Humidity 86, 72

July 10, 1913, Temperature 8 a.m. 81 p.m. 85.  
Humidity 90, 78.

2814 晚八月五周年賀

FRIDAY, JULY 10, 1914.

伍廿四日一月七

SINGLE COPY 10 CENTS  
\$36 PER ANNUM.

## TELEGRAMS.

### THE IRISH PROBLEM.

#### A BLACK OUTLOOK.

(Reuter's Service to "The Telegraph.")  
London, Received July 10.  
Lord Stamfordham, Private Secretary to His Majesty the King, has visited Mr. Asquith at Downing Street, while General Macready, General Officer Commanding the Belfast District, has been a frequent visitor to the War Office for some days and has also visited Mr. Asquith.

The Ulster Unionists have issued a statement in Belfast that to-morrow's meeting of the Ulster Unionist Council will be held as a meeting of the Provisional Government, as it will thus have wider powers.

The statement proceeds to give the Preamble of the Provisional Constitution, which declares that the object thereof is to exercise all powers which the withdrawal of direct Imperial Government from Ulster render necessary for the maintenance of peace and order, of good government, and of the laws now in force for the protection of the people's liberties, such powers to be only exercised in allegiance to the King. The statement also says that for the purpose of preserving Ulster as an integral part of the United Kingdom, the authority of the Irish Parliament will not be recognised in Ulster.

Captain Craig, Unionist M.P. for Down (East), after reading the statement to Pressmen, added that this was the first time Sir Edward Carson had summoned a special meeting of the Government. He hinted that serious action was contemplated, as they had private information that the situation was as black as it could be. Captain Craig stated that the Ulster Volunteers now numbered over 100,000, and they would enter any further forward movement with the same confidence as in the past.

On landing at Belfast to-morrow, Sir Edward Carson will be met and escorted by 400 Volunteers with fixed bayonets.

Preparing for "The Twelfth."

A later message states that there is greatly renewed anxiety regarding the Ulster problem.

The Ulsterites are most active in their preparations for the Twelfth of July celebrations. The Belfast Mounted Corps of Police are being armed with ball cartridges.

The Customs authorities to-day seized from a steamer 240 cement sacks filled with cartridges.

#### The Rival Forces.

In the House of Commons, Mr. Birrell stated that the Nationalist Volunteers numbered 132,000, and the Ulster Volunteers 85,000.

## SUEZ CANAL.

### NEW REGULATION.

London, Received July 10.

Reuter's Paris correspondent states that the Suez Canal Company has decided that from January next the maximum draft of ships passing through the Canal shall be 30 feet.

[At present the maximum draft of water allowed for vessels using the Canal is 8.84 metres, or 29 feet.]

## TELEGRAMS.

### THE ASSASSINATIONS.

#### SIGNIFICANT COMMENT.

(Reuter's Service to "The Telegraph.")

London, Received July 10.  
Reuter's correspondent at Berlin states that the *Lokal Anzeiger*, in the course of an apparently inspired article, says if the responsibility for the murders of the Archduke Franz Ferdinand and his Consort is brought home to the Servians, Austria will have the support of the civilised world, especially Germany, in demanding justice from Belgrade.

#### Troops Concentrating.

Reuter's Paris correspondent says the *Temps* representative at Belgrade states that Austrian troops are concentrating on the frontier.

Reuter's correspondent at Vienna says the *Neues Wiener Abendblatt* states that representations will shortly be made to Belgrade with a view to the punishment of accessories to the assassinations and for the removal of abuses precluding neighbourly Austro-Servian intercourse.

## INTERNATIONAL POLO.

### Great English Victory.

#### Brilliant Play by Lord Wimborne's Team.

The following account of the International Polo match between England and America, which took place on June 13, is from the *Times*:

England beat America in the first of this year's international polo matches at Meadow Brook on Saturday by 8½ goals to 3. The sides were:—

England.—Captain H. A. Tomkinson, No. 1; Captain Leslie Cheape, No. 2; Captain F. W. Barrett (captain), No. 3; Captain Vivian Lockett, back.

America.—Mr. Rene La Montagne, No. 1; Mr. J. M. Waterbury, No. 2; Mr. Devereux Milburn, No. 3; Mr. Lawrence Waterbury, back.

Mr. Louis Stoddard was the referee, and Mr. Joshua Crane and Mr. Keith Marsham were the umpires.

To say that the decisive success of Captain Barrett's team has taken the polo world completely by surprise is to convey very inadequately the feeling of satisfaction and unexpected pleasure with which the result of the first match has been welcomed in this country. The best judges were distinctly pessimistic about the probable issue of Saturday's game. Apart from the unfortunate accident to Captain Cheape, which was a heavy blow to hopes of an English victory, it was generally agreed among all who knew the British ponies that the Americans must enjoy a very considerable advantage in pony power. This anticipation has most happily been entirely fulfilled, and the only conclusion that can be drawn is that the efficiency of the ponies at the disposal of the American team has been exaggerated.

Captain Barrett and his colleagues have had their qualities tested on many a hard-fought field, and it is not surprising that the loss of Mr. Whitney should make, as we have always maintained would be the case, a very serious difference to the defenders. Mr. Rene La Montagne, as he was pointed out in the *Times* when he was selected to play for America, is not up to the international standard, and the absence of Mr. Whitney from the team meant that Mr. J. M. Waterbury was the

## TELEGRAMS.

### ALBANIAN AFFAIRS.

#### AN EPIROTE VICTORY.

(Reuter's Service to "The Telegraph.")

London, Received July 10.  
Reuter's correspondent at the Hague states that a despatch has been received stating that the Epirotes have captured Korytza. The Dutch officers are safe and are en route to Valona.

Reuter's correspondent at Athens states that the fighting at Korytza lasted for three days, and in a dash the Epirotes routed the Albanians. The town is orderly, and the inhabitants gave an ovation to their liberators.

#### only player who remained in his old position, Mr. Lawrence Waterbury was compelled to convert himself from a forward into a back, and Mr. Milburn had to move up from back to No. 3, where his qualities do not shine so brilliantly.

It is pleasant to think that we probably have at least one team in England which could hold its own against the challenging side; also that there are certainly 20 ponies who would probably be superior to Lord Wimborne's stud. America, on the other hand, is in a less fortunate position, for there does not seem to be any player of international class capable of taking Mr. Whitney's place. It is generally expected that there will be some drastic alterations in the personnel of the team which will wear the American colours at Meadow Brook on Tuesday next.

The Scene at Meadow Brook, Meadow Brook, June 13.

Imagine a cloudy, sultry day, a large, flat, treeless moor known as Hempstead Plains, six miles across from the village of Minosa to the town of Hempstead. Near the centre of this moor is a magnificent stretch of rich, velvety turf, 200 yards wide, 400 long, flanked on the east, west, and south sides by huge, roofless grand stands seating 26,000 persons, while the standing enclosures at each corner of the field accommodate 8,000 more. The stands are brilliant with colours, like enormous flowerbeds, and are surmounted by many British and American flags. Everything is encompassed with high barbed-wire fencing. This is the scene for the first international polo match of 1914—the seventh contest in 28 years, each country having won three.

By 4 o'clock the sky had cleared, the sun was shining brilliantly, and there was a pleasant breeze. The ground was in perfect condition. The motor-cars approaching from all directions raised clouds of dust on the roads of Hempstead Plains.

In the members' pavilion on the west side of the field were half-a-dozen well-known bookmakers. How they gained admittance no one knows, but they were offering 3 to 1 against England winning the series, declining, however, to lay odds in regard to to-day's match only.

At 4.15 there was a parade of the 20 American ponies for the game, followed shortly afterwards by the 18 of Lord Wimborne's team; these were followed in turn by seven reserves. At 4.25 Captain Lockett rode on to the field for a knock about, followed by Mr. Milburn, to warm up his famous Texas thoroughbred, Jacob. Mr. Lawrence Waterbury came next on to the field, and some fast gallops up and down the field, with the scoring of two imaginary goals from long range, were heartily applauded by the crowd. Captain Cheape was received with enthusiastic cheering when he rode out for practice. By 4.30 all the players and both the umpires were on the field.

## TELEGRAMS.

### THE AMENDING BILL.

#### THROUGH COMMITTEE STAGE.

(Reuter's Service to "The Telegraph.")

London, Received July 10.  
The House of Lords has concluded the committee stage on the Home Rule (Amending) Bill, which will pass its third reading on the 14th inst. and then be returned to the House of Commons.

It is doubtful whether the latter will deal with the Bill before August 5, owing to pressure of financial business.

#### The Game By Periods.

From the first throw-in Mr. J. M. Waterbury got the ball, but was checked by Captain Lockett. A moment later the English back brilliantly stopped a drive by Mr. Lawrence Waterbury, and made a splendid run three-quarters of the length of the field, a grand gallop, that ended in a goal, scored in less than a minute from the start. Then Captain Tomkinson hooked the ball out of a *melee* and took it to the goal, where he left it for Captain Cheape, who scored England's second goal with a clever shot. Some good hitting up by the Americans carried the play to the other end but the shot at goal went wide. Mr. Lawrence Waterbury was hitting the ball over the side boards at every opportunity to check the English rushes.

Towards the end of the period Mr. Milburn had a fall, landing on his right shoulder-blade, but apparently was not hurt; he rode off to get a fresh mount. Mr. La Montagne got away for a fast run, but was stopped by a tremendous near-side back-hander by Captain Lockett. The Americans were now panted in their own half, Captain Lockett and Captain Barrett successfully checking all their efforts to attack the English goal. Soon Captain Barrett dribbled through and hit up to Captain Tomkinson; the latter passed to Captain Cheape, who returned the ball to him for a shot which went just outside. The score at the end of the period was:—

England, 2 goals.  
America, 0.

Second Period.—From the throw-in near the American goal Mr. Lawrence Waterbury made a brilliant run almost up to the English goal, but his shot just missed. From the hit-out Mr. J. M. Waterbury almost scored, and from the next hit-out he missed the goal by less than a yard. From the third hit-out the Englishmen got away and took the ball three-quarters of the length of the field. A fine back-hander by Mr. Lawrence Waterbury was met with great cleverness by Captain Cheape as the ball bounced. Mr. Milburn, both missing the ball, rushed up and drove the ball up to the goal, which was defended by Captain Lockett, who a moment later rode off Mr. J. M. Waterbury in the very mouth of the English goal. Soon after the hit-out the American captain beat Captain Barrett and Captain Lockett with some very pretty dribbling, and scored handsomely. Captain Cheape, who was playing remarkably well, just missed the goal with a fine long drive, but from the hit-out Captain Lockett rushed up the ground with two strokes and banged the ball through the goal.

A minute later Captain Cheape scored again from a hit-out at the other end. Mr. Milburn passed to Mr. J. M. Waterbury, who made a fast run down the field, and took the ball just as

## TELEGRAMS.

### GERMAN TAXATION.

#### INCREASING THE BURDEN.

(Reuter's Service to "The Telegraph.")

London, Received July 10.  
Reuter's Berlin correspondent states that the papers give prominence to reports of fresh taxation in view of an increase in the personnel of the navy and in the number of armoured-cruisers in foreign service.

It is doubtful whether the latter will deal with the Bill before August 5, owing to pressure of financial business.

#### PROTECTION OF BRITISHERS.

(Reuter's Service to "The Telegraph.")

London, Received July 10.  
Reuter's Berlin correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

## TELEGRAMS.

### MEXICAN AFFAIRS.

#### CONDENSED.

(Reuter's Service to "The Telegraph.")

London, Received July 10.  
Reuter's Berlin correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's Berlin correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's Berlin correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

Reuter's Berlin correspondent at Vera Cruz states that Rear Admiral Sir Christopher Cradock has gone to Mexico City to confer with Sir Lionel Gardiner, it is believed with regard to the advisability of sending a guard to the Legation.

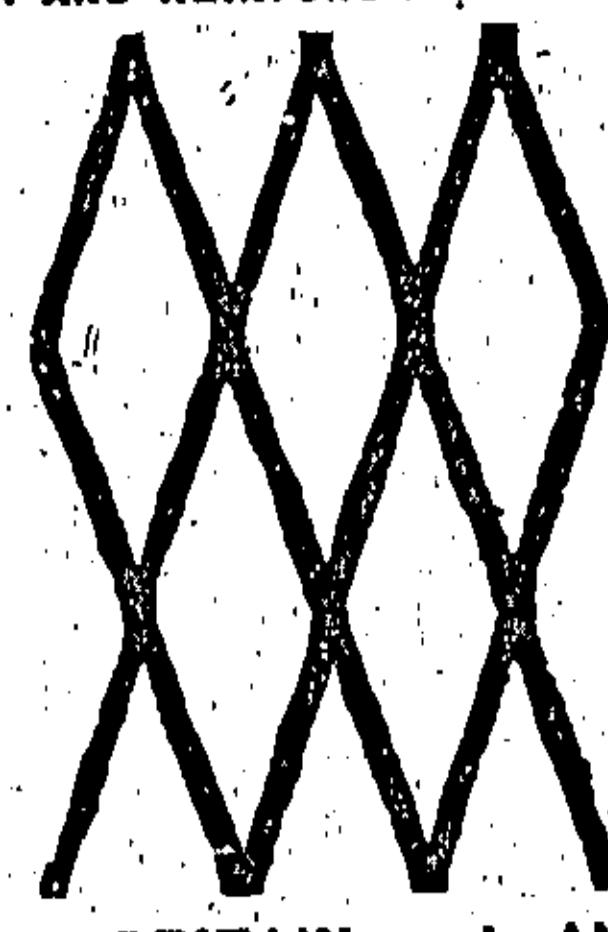
Reuter's Berlin correspondent at Vera Cruz states that Rear Admiral Sir Christopher Crad

## NOTICES

## EXPANDED METAL

FOR PLASTER WORK AND REINFORCED CONCRETE CONSTRUCTION

AS  
USED IN  
NUMEROUS  
IMPORTANT  
WORKS  
IN  
WALLS,  
&c.



GREAT BRITAIN and AMERICA.  
STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION.  
Quotations for any description of Machinery or Engineering Plant on application to  
DODWELL & CO., LTD. Machinery Dept.

## OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LTD.  
CONTRACTORS TO HIS MAJESTY'S NAVY.DODWELL & CO., LTD.  
General Managers.

Telephone No. 41.

## THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:—  
Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death, and Numerous Options at the Age of 25.  
Write for Pamphlet and Full Particulars to

DODWELL &amp; CO., LTD., Agents.



OBTAINABLE EVERYWHERE

SOLE AGENTS

MITSUI BUSSAN KAISHA.

Hongkong, June 11th, 1913.

Hongkong, 16th August, 1913.

## LESSONS IN CHINESE.

M. R. LI HON-FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan. 1912.

WING KEE &amp; CO.

47-49, Connaught Rd.  
SHIP CHANDLERSPROVISION & COAL  
MERCHANTS

Hongkong, 3rd October, 1913.

## EUROPEAN AGENCY.

WHOLESALE buying agencies undertaken for all British and Continental goods, including—

Books and Stationery.  
Boots, Shoes and Leather.

Chemical and Druggists' Sundries.

China, Earthenware and Glass-ware.

Cycles, Motor Cars and Accessories.

Drapery, Millinery and Piece Goods.

Fancy Goods and Perfumery.

Hardware, Machinery and Metals.

Jewellery, Plate and Watches.

Photographic and Optical Goods.

Provisions and Oilmill's Stores.

etc., etc.

Commission 2½% to 5%.

Trade Discounts allowed.

Special Quotations on Demand.

Sample Cases from £10 upwards.

Consignments of Produce Sold on Account.

WILLIAM WILSON & SONS

(Established 1814)  
25, ABCOMBE LANE, LONDON E.C.  
Cable Address, "Annasur" London.

For Terms apply to the

DENTAL Surgeon  
No. 60, Queen's Road,  
Central, Hongkong.

MANAGER

Hongkong, 18th July, 1913.

Developing, Printing & Enlarging.

Hongkong, 18th July, 1913.

Telephone No. 1013.

Hongkong, 18th July, 1913.

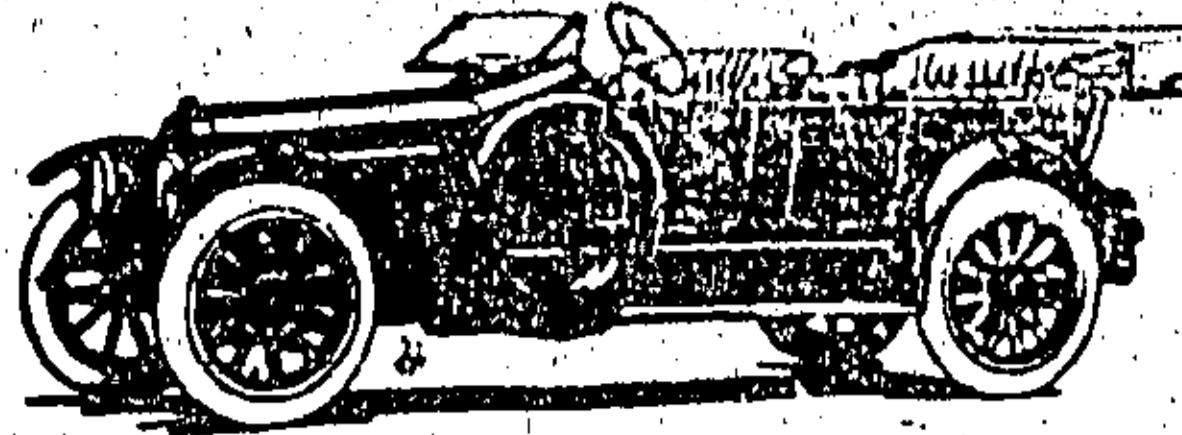
LAW & Shudebaker

No. 3 Duddell St.  
Sons

Sole Agents

## NOTICES

Cars on Hire at Reasonable Rates. Prompt Service.  
JUST ARRIVED.



3 NEW MODELS  
2 HUDDSONS  
1 AND  
OVERLAND  
I MOTOR CYCLE.  
BRITISH MADE, FROM THE  
OLYMPIA EXHIBITION.

CALL AND INSPECT THESE NEW ARRIVALS.  
Des Voeux Road

DRAGON CYCLE DEPOT TEL. NO. 482

## WE "EXPRESS" TO ANY ADDRESS.

We Clear, Ship, Pack, Carry,  
Transport, Store, Insure.

## WE FORWARD TO ALL PARTS OF THE WORLD.

HONGKONG PARCEL, EXPRESS & STORAGE CO.

Telephone 1208. 3, Duddell Street.

## HOTELS

## HONGKONG HOTEL

A LA CARTE GRILL ROOM.

Now Open.

J. H. TAGGART,

Manager.

Hongkong, April 20, 1911.

## GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

## THE COOLEST PLACE IN TOWN.

REAL COLD ICED DRINKS.

THE GRAND HOTEL ORCHESTRA WILL PLAY SELECTIONS  
DURING TIFFIN AND DINNER AND AT INTERVALS DURING  
THE DAY.

## ESPECIAL MONTHLY TERMS TO RESIDENTS.

Phone No. 197. F. REICHMANN, PROPRIETOR. [52]

Tel. Address "COMFORT."

CENTRAL LOCATION.

All Electric Trams Pass Entrance. Telephones on All Floors.

One Minute's Walk from Ferry. Electric Lifts, Fans and Lighting.

European Baths and Sanitary Fittings.

Hot and Cold Water System Throughout.

Best of Food and Service.

Hotel Launch meets all Steamers.

R. H. NORTH, Manager

Telegraphic Address: "VICTORIA". Tel. 373

## THE CARLTON HOTEL.

PERFECT SANITATION

High Class Accommodation for Families at Moderate Prices; Those desiring Economy combined with Comfort, Quiet and a Most Refined Home, Free from Household Annoyances, should inspect these Residential Quarters.

Luxuriously furnished Lounge, Drawing, Reading &amp; Writing Rooms.

Under Personal Management of

O. E. OWEN, Proprietor.

## ROYAL GEORGE HOTEL, KOWLOON.

The Management have decided to let Rooms in the Hotel, Fully Furnished and with Kitchen Conveniences; also to allow Guests to arrange for their own board etc. The Rooms are large and airy and the terms most reasonable. Monthly Rates. H. BUTTONJEE, Proprietor.

TRY OUR 1ST GRADE GUARANTEED AUSTRALIAN BUTTER. ABSOLUTELY THE  
BEST IMPORTED—75 cts. per lb. COFFEE 70 cts. per lb.  
FOR THE BEST CAKES, SCONES, BREAD, COFFEE, MEALS A LA CARTE  
AND TABLE D'OTHE, AFTERNOON TEAS, ICES, MILK, AND COLD  
MINERALS. ONLY AT

## THE ALEXANDRA CAFE.

## Grand Hotel de l'Europe, Singapore.

BEST SITUATED HOTEL IN TOWN.

EVERY ROOM HAS A BATH-ROOM; DRESSING ROOM ATTACHED.

## MOST UP TO DATE SANITARY ARRANGEMENTS.

Under the New Management of

F. P. BAUR, late SAVOY HOTEL,

LONDON.

## HOTEL CRAIGIEBURN.

## MEE CHEUNG.

## PLUNKET'S GAP

## ART PHOTOGRAPHER

The Peak.

HONGKONG.

Near the Tram Terminus.

TELEPHONE NO. 1013.

Tel. 59.

For Terms apply to the

MANAGER

Developing, Printing &amp; Enlarging.

HONGKONG.

HONGK

## GENERAL NEWS

**Chinese Quarrel in Calcutta.**  
Mr. Bartley, Joint Magistrate of Howrah, had before him recently a petition submitted by a Chinaman named Akhan of 59, Golbazar Road, who had complained against another Chinaman named Chong Yue for chopping off his arm under circumstances already reported. It was pointed out that the complainant's employees had promised that the accused pay Rs. 800 for the loss of the arm, so as to enable the complainant to proceed to China and settle down in some business there. In consequence of the loss of his arm the complainant would never be able to do any manual work. If the accused paid the amount proposed all further criminal proceedings were to be withdrawn. The matter was sent to the file of Mr. Bose, Deputy Magistrate of Howrah, before whom the accused paid the money claimed and the charge was withdrawn.

**China's Dental Conference.**  
The first modern Dental Conference to meet in China has been in session here since July 1, says Reuter's Peking correspondent. Its sittings conclude to-morrow. Some 225 members, representing seven provinces, are present. Mr. Lau Tze-wan, and Mr. Kiang Ting-mi, the first foreign educated dentists, are Chairman and Vice-Chairman respectively. The programme of the Conference consists of lectures, discussions, demonstrations and an exhibition of dental instruments.

**To Lovers of Browning.**  
The New York Browning Society (58, West Fifty-eighth Street, New York) asks for the collaboration of all lovers of Browning to preserve in the caskets in which Robert Browning placed them the autographs of the love letters of Elizabeth Barrett and Robert Browning. After the death of their son these letters were purchased from his estate by Mr. Sabine, of London, who desired to keep the entire series of a hundred and seventy-one letters complete. He now offers them to the British Museum, where they should be placed, for the purchase price plus ten per cent. The purchase price was \$23,000.

**Customs Revision.**  
Whilst unofficial discussions are proceeding in Peking regarding the tariff revision of the Maritime Customs from the present fixed rates to an effective five per cent, there is no likelihood of the question being taken up seriously for some time. The first direct move will be the appointment of an international committee, after which it is certain, many months will pass before the matter is settled. The question of the conference between Russia and China, concerning Mongolia, is also dragging on and, although it has been decided that a conference shall be held at Khabkhan, no date has been fixed yet.

**Porcelain Railway Coaches.**  
We take the following extract from the *Railway News*:—In view of the almost absolute cleanliness associated with porcelain and like surfaces, a suggestion has been advanced by Mr. Hales Turner, of High Elms, Lennox Road, Gravesend, that the present absorbent wood and iron-built carriages should be replaced by steel and porcelain construction, non-absorbent materials which will not carry germs and bacilli. Steel-frame coaches should be used, with panels of plate porcelain for floors, partitions, ceilings, etc., aero metal door and window frames, rust-proof steel laths for strength of the floors, and asbestos copper-coated tape for joints. The upholstering to be moveable, so that it can be properly fumigated in the compartment. The use of porcelain is ideal, in that the whole train can be washed inside and outside. A steel frame and porcelain vehicle can be washed out easily once a week when necessary with carbolic acid, or any other disinfectant. Rules and regulations, maps, names of stations, notices, etc., may be burnt in under the glaze and the smooth hard surface is impervious against mischievous alterations. Similar methods may also be utilised for station buildings, with porcelain panels glazed and decorated on both sides with the advertisement in under the glaze.

## NOTICE

**S. MOUTRIE & Co., LTD.**

## PIANOS

ON

## HIRE

At \$10 Per MONTH.

TUNING AND REGULAR ATTENTION INCLUSIVE.

## BURMA OIL CO., LTD.

## ALEXANDRA DOCKS BOMBAY.

Report for Last Year.

The report of the Burmah Oil Company, Ltd., for the year ended 31st December last, submitted to the meeting at Glasgow on June 3, states that:—The net profit, including £52,410 brought forward from 1912, amounts to £874,987. From this fall to be deducted—Amount applied in redemption of outstanding Debenture stock and placed to general reserve £220,000; the interim dividends paid on 4th November, 1913: Six per cent. First Preference shares of £1 each—dividend, less tax—£7,002. Six per cent. Second Preference shares of £10 each—dividend, less tax—£21,187. Ordinary shares—dividend (free of tax)—£142,875, leaving the sum of £483,802, out of which the directors recommend the following final dividends and bonus for the year 1913, namely: On the Six per Cent. First Preference shares of £1 each, 7 1/2d. per share (equivalent to 6 per cent. per annum from 30th June to 31st December, 1913), amounting, after deducting income tax thereon, to £7,062; on the Six per cent. Second Preference shares of £10 each 6s per share (equivalent to 6 per cent. per annum from 30th June to 31st December, 1913), amounting, after deducting income tax thereon, to £21,187; on the Ordinary shares of £1 each numbered 1 to 1,905,000 inclusive, (a) is 6d per share (equivalent to 15 per cent. per annum from 30th June to 31st December, 1913), free of income tax, amounting to £142,875; (b) bonus of 2s. 6d. per share, free of income-tax, amounting to £238,125; leaving to be carried forward £74,812. The whole of the Debenture stock having been paid off the £180,000 standing at Debenture stock redemption account has been transferred to general reserve. The increase in profit as compared with that for 1912 is mainly due to the higher range of values which ruled throughout 1913 for practically all oil products. A continued steady increase in consumption of kerosene oil in India also contributed to the increased profit. The final dividend of 1s. 6d. per share and the bonus of 2s. 6d. per share now recommended for payment amount, with the interim dividend paid on 4th November, 1913, to a total distribution on the Ordinary shares of 27 1/2 per cent. as compared with 20 per cent. for 1912. Depreciation has, as usual, been fully provided for, and the following amounts have been written off:—Its fisheries account, £79,880; oil wells, etc., account, £244,329; pipe lines account, £54,373; tankers and installations accounts, £72,055. There has also been placed to the credit of fields reserve £80,000 and of insurance reserve £20,000, bringing the totals at credit of the two last-named accounts up to £650,000 and £220,000 respectively. Drilling results in the old and proved fields, while of a variable character, have on the whole been of a satisfactory nature. The Singra field continues to show most satisfactory developments. The expenditure on the oil wells

Excellent progress has now been made in the building of the offices, sheds, and warehouses at the Alexandra Docks.

Although the docks were opened by His Excellency the Viceroy in March last, none of the buildings were then ready, but the formal ceremony had to take place at that time as Lady Hardinge was leaving for England.

Since then the construction has been carried on steadily and most of the sheds are now more or less complete. The warehouses for the storing of dry-paid goods are in course of construction and are likely to be finished before next year. It is understood that they are being built on up-to-date methods and will be safer places for the storing of goods, especially cotton, than all the existing godowns.

Although the regular working of the Alexandra Docks commenced from April last, an adequate staff for preparing and receiving dock charges, etc., was not stationed there until recently.

Proper arrangements have now been made and a large number of clerks, supervised by responsible European officers, are stationed at the Alexandra Docks, an arrangement that does away with much trouble to commercial men.

The opening of the Alexandra Docks has necessitated the building of a new Customs House at Ballard Pier. The plans and estimates for the building are now being prepared by the Consulting Architect to the Government of Bombay and the work will be undertaken as early as possible.

and fields which has been entirely written off shows a substantial increase as compared with the previous year, mainly due to the cost of the deeper drilling in the Twingone area of the Yonangyoung field. No encouraging results have been obtained in the Minbu field, nor in any of the outside districts under test. The refineries have run continuously and satisfactorily throughout the year and all plant has been maintained in the highest state of efficiency. The pipe line has worked throughout the year without stoppage of any serious nature.

Unfortunately, while discharging at Tuticorin in November, the tank steamer "Twingone" took fire, and although the fire was eventually extinguished and the steamer towed to Bombay she was so severely damaged as to make it impossible to repair her satisfactorily. A tanker was at once chartered to take her place and an order for a new tanker to replace her is on the point of being placed. With the exception of paraffin wax, prices for the company's products are being well maintained and the prospects for the current year consequently favourable. The directors have to record with deep regret the death towards the end of the year of their colleague,

Prepaid Advertisements  
ONE CENT PER WORD  
FOR EACH INSERTION

## TO LET.

No. 19 Shelley Street,  
55 ELGIN TERRACE, newly  
painted and colourwashed.

No. 7 Stewart Terrace,  
thoroughly renovated and in good  
order.

Rooms in Queen's Road Central.  
No. 9 Beaconsfield Arcade,  
Shop.

TO LET.—Partly furnished

flat of two rooms, kitchen  
& bathroom in Gordon Terrace,  
Kowloon. Lower floor. Very  
moderate rental. Europeans  
preferred. Apply "NEEDFUL"  
c/o "Hongkong Telegraph."

TO LET.—BOARD and LODG-  
ING for Single Gentlemen;  
three minutes from Ferry, terms  
moderate.—Apply Mrs. ED-  
WARD JACOBS, 17, Ashley  
Road, Kowloon, Hongkong, 2nd July, 1914. [211]

TO LET.—With immediate  
possession. Office—2nd  
Floor of the Deutsch-Asiatische  
Bank's Building No. 7 Queen's  
Road Central. Also Large  
Godown in Basement of same  
building. Apply to DEUTSCH-  
ASIATISCHE BANK.

TO LET.—Four roomed house  
in Salisbury Avenue, Kow-  
loon. Cheap rental. Shop with  
Godown attached. Nathan Rd.  
Kowloon, Kowloon Marine Lot  
No. 48, with Wharf.

Flat in Nathan Rd, Kowloon

Apply to—

HUMPHREYS ESTATE &  
FINANCE CO., LTD.

Alexandra Building's

TO LET.—From 1st May, 1914

No. 104a, The Peak, furnish-  
ed. Apply to S. J. DAVID & Co.

Prince's Buildings.

TO LET.—Part of First Floor  
of No. 25, [Des Vaux Road  
Central. Immediate Possession.  
Also 1 Motor Boat for sale. Apply  
—DRAGON CYCLE CO.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kellett  
Road. Apply CHATER &  
MODY, No. 5, Queen's Road  
Central.

TO LET.—"LA] HACIENDA  
E.", No. 74, Mount Kel

**A. S. WATSON & CO., LTD.,**  
ESTABLISHED 1841.

**AERATED WATER  
MANUFACTURERS.**

**FORMAZONE.**

A REFRESHING, INVIGORATING and PALATABLE drink particularly suited for Tennis and Bathing Parties. Pints \$1 per doz. Splits 60 cts. per doz.

**PYERIS.**

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again. Prices: \$0.85 per doz. Pints. \$0.50 per doz. Splits.

**STONE GINGER BEER.**

The only fermented Stone Ginger Beer in the Far East. The real charm of Stone Ginger Beer is the flavour produced by partial fermentation; without this no Stone Ginger Beer can be said to be genuine.

Price: \$0.85 per doz.

**DRY GINGER ALE.**

FRAGRANT, AROMATIC, DRY. Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Prices: \$1.00 per doz. Pints. \$0.60 per doz. Splits.

**NOTICE TO SUBSCRIBERS.**

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$36 per annum.

Weekly issue—\$13 per annum.

The rates per quarter and per mensa et soror, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents. (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shameen, Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

慎行無畏確實事聞要訪採大正論言日報本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union

**The Hongkong Telegraph.**

HONGKONG, FRIDAY, JULY 10, 1914.

**CANADA AND DEMOCRACY.**

Lately the Press in England, Canada and the United States has been discussing, at some length, the likelihood of Canada's remaining perpetually loyal to the Empire. This discussion has, of course, arisen mainly out of the appointment of Prince Alexander of Teck to succeed the Duke of Connaught as Governor-General. There is quite a widespread, and apparently increasing, feeling in Canada that to nominate two Royal Princes in succession to hold the Governor-Generalship is practically to declare that henceforth the Dominion shall be ruled only by a member of the Royal Family; and to such an idea the Canadians—or a very large proportion of them—feel decidedly hostile.

When Prince Alexander was appointed, Mr. Emerson, ex-Minister of Railways, remarked in the Canadian Parliament, "I am not in favour of continuing the practice of having Canada governed by Royalty. The idea of a superior society in a democratic country is encouraged, and this is not good for a young nation like Canada; and the same sentiment is echoed by some of the Montreal papers. Apparently the malcontents do not realise that the appointment was made, very largely, as a compliment to the Dominion, and that, in grumbling, they are looking a gift-horse in the mouth. Of course it is absurd to pretend that Canada is not very largely Americanised. It is so necessary. How could it be otherwise, with the United States next door to it, and with all that that implies? How too, could it be other than very largely democratic, seeing that the colonising has been done, in the main, by the working classes?"

But, as we have pointed out before in these columns, while a certain amount of democratic feeling is essential to any country that holds by representative government, too much of it is dangerous: fatal, even. Class distinctions are regrettable enough, but they are things that there is no dodging; they always existed; they always will exist. Is there not class distinction in plenty in the two great republics, France and America? We certainly do not see how the appointing of a member of the Royal Family as Viceroy is going to increase these distinctions. Had an English peer, or an English commoner even, been sent out as Governor he would still, by virtue of his office as the King's representative, have been marked off socially from the rest of the people. No commoner could have shown himself more hard-working or more genial and approachable than the Duke of Connaught, during his tenure of office, and there is every reason to believe that the same line of conduct will be followed by Prince Alexander. Then what is there to complain of? It would seem rather as though the people who are opposed to the notion of a Royal Governor are equally opposed to the notion of having any Governor at all.

**A Chinese Publishing Enterprise.**

From Shanghai comes the news that a body called the International Publishers' Association Ltd., has been formed and has its headquarters in the Northern city. It has established connections with the leading European publishing houses and it is to act as their agents and advisers on the preparation of books for the China market. The Association does not propose to publish on its own account. Its business will be to secure proper advertisement and an adequate sale for works specially prepared for China. There is plenty of room in China for an association of this kind and plenty of useful work for it to do apart from the mere sale of books. If it is conducted on wise lines it can do much in the way of advising foreign publishers as to books which will best sell amongst, and which will be most useful to, the students in the many thousands of schools and colleges scattered up and down China.

**The Question of Pirating.**

One difficulty which the International Publishers' Association will have to face is that of piracy. There is no copyright law in China, and, with the spread of printing plants, the pirating of books published outside of China has become a serious evil. If the Association is strong enough to uproot this evil, or even to check it in a considerable degree, it will do a useful work; but we should suppose that it will find this a task of some difficulty in the absence of any law to support its claims. What it can do, and it need not do, however, is to impress upon the more advanced Chinese, who read literature of European origin, the fact that pirated books, in the very nature of things, cannot compare either in quality of matter or in workmanship with books carefully produced under the best of conditions and with every care.

**Another Polar Disaster.**

From a telegram received yesterday it seems almost a certainty that another grim Polar disaster has occurred. This time it is the Stefansson Arctic Expedition which has apparently suffered the loss of some of its members. This Expedition, it will be remembered, was organised under the auspices of the Canadian Government. It included a staff of fourteen scientists, and carried supplies for three or four years.

The principal vessel—there were three altogether—was the Karluk, an old whaler, and she sailed from Esquimalt in June last year, but towards the end of August it was reported that she had been badly damaged in the ice off Cape Barrow, while the fate of the party was unknown. Later it was reported that the expeditioners were marooned on Wrangel Island, to which spot a revenue cruiser was despatched about a month ago. Now comes the report that it is feared eight members of the party, including eminent Britons who did magnificent work with Sir Ernest Shackleton, have perished. It is a sad ending to a great undertaking.

**Policewomen and the W.S.P.U.**

It will have been seen from our last night's issue that Lord Henry Cavendish-Bentinck's notice of amendment to the Criminal Law Amendment Bill, providing for the enrolment of women police has found favour with—of all people in this world—the Women's Social and Political Union! Apparently Mrs. Dacre Fox, the spokeswoman for this remarkable body, does not realise that, had women police been installed a couple or three years ago, the militiamen might have been spanked out of existence by this time. We have always maintained that suffragist hooliganism must be met by force. Needless to say, however, men are not the people to deal out this force; however disgusted Englishmen may be at the practices of the militiamen, the notion of men's using violence towards women will always be repugnant to them. But why should not women themselves be deputed for the work? If, instead of sentencing the maniac to terms of imprisonment which they will never serve, the magistrates were to hand over each culprit to a sturdy woman policeman who would interview her in private with an elegant little can, or the back of a nicely balanced hairbrush, we should soon hear the last of militiamen.

**Dried Fish in Court.**  
The Police Court never can be accused of smelling sweet, but the entrance this morning was impregnated with the smell of dried fish. It was an inanimate chief witness in a case in which a man was charged with being in unlawful possession of three large bags of salt fish. He was arrested on the Praya at Kennedy Town and was remanded to allow of the Police making enquiries as to who in the owner.

**DAY BY DAY.**

THEY THAT CAN WALK AT WILL  
WHERE THE WORKS OF THE LORD  
ARE REVEALED.  
LITTLE GUESS WHAT JOY CAN BE  
GOT  
FROM A COWSLIP OUT OF THE  
FIELD.  
FLOWERS TO THESE "SPIRITS IN  
PRISON."  
ARE ALL THEY CAN KNOW OF THE  
SPRING.  
THEIR FRESHEN AND SWEETEN  
THE WAEDS.  
LIKE THE WALT OF AN ANGEL'S  
WING.—Tennyson. In the Children's  
Hospital.

**The Weather.**  
Lower level 8 a.m. Temp 83;  
overcast.  
At the Peak 8 a.m. Temp 75;  
overcast.

**The Mails.**

Siberian Mail—Due per s.s.  
Feiching to-morrow.  
French Mail—Due per s.s. Lai-  
sang to-morrow.  
Siberian Mail—Closed per s.s.  
Prinz Eitel Friedrich to-day  
at 10 a.m.  
Canadian Mail—Closed per s.s.  
Proteilaus to-day at 1 p.m.  
American Mail—Closes per s.s.  
Peria to-morrow at 11 a.m.  
Australian Mail—Closes per s.s.  
Prinz Sigismund to-morrow  
at 2 p.m.  
Siberian Mail—Closes per s.s.  
Chenan to-morrow at 5 p.m.

**Count the Columns.**

Yesterday the Telegraph published 34 columns of solid reading matter. To-day there will be 23 published.

**Haimun Docking.**

The Haimun will not leave for Swatow on Sunday, as she is going into dock.

**Third Gymkhana.**

The third gymkhana meeting is to be held at the Happy Valley to-morrow. The first race commences at 3.15 p.m.

**Revolver Possession.**

The master of the Kwang San-  
wo firm was fined \$100 for being  
in possession of a revolver without  
having a permit, at the Police  
Court this morning.

**International Polo.**

The Times' descriptive account  
of the first of the International  
Polo matches between England  
and America will be found on  
Pages 1 and 5 to-day.

**Roof Garden Concert.**

The roof garden band concert,  
which should have been held at  
the Hongkong Hotel last night,  
has been postponed until to-  
morrow. If the weather is still  
bad the concert will be held on  
the first day.

**Tinam'aya's Cargo.**

The cargo shipped from Hong-  
kong by the P. and O. steamer  
Himalaya included 50 bales of  
waste silk for Manchester; 100  
bales of waste and 130 bales of  
raw silk for London; 172 bales  
of raw silk for Lyons; 300 slabs  
of tin and 25 bales of human hair  
for Havre; 200 bales of waste  
silk and 26 bales of human hair  
for Marseilles.

**Removing a Dead Body.**

At the Police Court, this morning, Inspector Gerrard prosecuted a Chinese for removing a dead body without having a permit to do so. It appears that while at Ma Tsin an Indian Constable saw two men with a dead body in their charge. Seeing the constable they ran off but a chase resulted in one of the men being caught. The man was remanded for three days.

**Mess Room Boys Demand an  
Increase.**

It is understood that the saloon and mess-room boys in the steamers of the China coast have demanded an increase of \$3 per month in their wages. The boys have formed themselves into a guild with the assistance of the compradores who supply provisions to the ships and threaten to leave their vessels unless their demands are complied with. Negotiations are proceeding in the matter.

**Dried Fish in Court.**

The Police Court never can be accused of smelling sweet, but the entrance this morning was impregnated with the smell of dried fish. It was an inanimate chief witness in a case in which a man was charged with being in unlawful possession of three large bags of salt fish.

He was arrested on the Praya at Kennedy Town and was remanded to allow of the Police making enquiries as to who in the owner.

**RATEPAYERS' ASSOCIATIONS.**

Why Not one for Hongkong?

(SPECIAL ARTICLE.)

If there is an organization at home that does work worthy of notice it is a body which calls itself the Ratepayers' Association and which operates in many towns and municipalities. Such a body has for its chief object the ventilation of the views of the ratepayers in a manner that would not be otherwise possible. For instance, complaints regarding certain localities or the township as a whole are brought before the association at a general meeting, and, if those complaints are worthy of the support of the Association, they are brought before the ruling body by those on the council who represent the Association, or by the Association itself, through correspondence should the Association be unrepresented on the governing body.

For a long time now the advisability of forming such an Association has agitated the minds of numerous ratepayers in Hongkong, and judging by the growing public interest taken in local affairs there is room for such a body. The Association, if formed, need not be one of agitation, so much as one of suggestion, and suggestion is as desirable in the world of municipal government as it is in any commercial house paying rates to the controlling body. That being the case, we cannot see other than a useful purpose being served by such an organisation as a Ratepayers' Association in Hongkong, so long as it is run by those who have no personal axes to grind and who have at heart the benefit of the community as a whole. Naturally there are many matters upon which the small ratepayer can throw light but which the big ratepayer is apt to overlook and which, at the same time, would be of as much benefit to the big ratepayer as to the small one if efficiently remedied.

After all, what is needed is advice for the common good and whether that comes from the fifty dollar a month rent payer or the two hundred dollar a month rent payer does not matter in the slightest. Again, things thoroughly thrashed out among the ratepayers themselves before being brought before the Legislative Council by one man, influenced perhaps by the case of one man, are less likely to waste the time of the Council, and are more likely to give satisfaction all round, than any move of which the whole of the ratepayers are not cognisant. When a man makes a move single-handed there is always the danger that more than he would desire consider it a move which will improve matters for the person bringing it forward, though the contrary might very well be the case. A consensus of opinion on the point might settle the question as to whether a Ratepayers' Association in Hongkong is desired generally or not.

**COWS SEIZED.**

**CASE IN THE SUMMARY  
COURT.**

His Lordship Suggests They  
should be Sold.

This morning in the Summary Court before Mr. Justice Hazeland a case was mentioned in which Mr. Hayward of Mr. Leo D'Almeida Castro's office and Mr. Otto Kong Sing were concerned for the plaintiff and the defendant respectively.

Mr. Hayward said that this was a case in which some cows had been seized.

His Lordship said:—As they are perishable articles I suggest that they be sold.

Mr. Hayward said:—There are very heavy running expenses.

At the request of Mr. Otto Kong Sing July 21 was fixed as the date for hearing an earlier date being prevented by the sitting of the full court of appeal.

**WEST RIVER FLOODS.**

Another Long List of  
Donations.

Nearing the \$100,000 Mark.

The Tung Wa Hospital begs to acknowledge with thanks the following donations to the Flood Relief Fund.

Already acknowledged.

\$78,954.00

Hair Dressers' Guild, col-  
lected by Messrs.

Tung Hing 423.07

Lau Shun Tong 200.00

Mr. Lau Shun Hung 200.00

Messrs. Tin Fuk 100.00

Lui Hing 100.00

" Wing Tsung Shing 100.00

" Kwong Yu Hang 100.00

" Kwong Shang 75.00

Mr. Ng Chan Sing 50.00

Messrs. Tak Lee 50.00

Ming Yick 50.00

" Chung Wo Yuen 50.00

Tai Hing Tai 50.00

Kwong Hip Lung Co., Ltd. 50.00

Messrs. Kwong Hop Lung 50.00

## INTERNATIONAL POLO.

(Continued from page 1.)

Sixth Period.—From the throw in Mr. La Montagne made a dash for goal, but his final shot went wide as usual. Mr. La Montagne, on Silver Tail, was overtaken in two fast runs, first by Captain Barrett and the next time by Captain Lockett, but Mr. J. M. Waterbury, following up, and scored with a fine shot from a difficult angle. The Englishmen made three unsuccessful attacks and then Captain Tomkinson dribbled to the mouth of goal, the Americans apparently forgetting such a thing as crooking sticks, which would have stopped him easily; Captain Cheape tapped the ball through to score England's seventh goal. Mr. Lawrence Waterbury and Captain Barrett were each penalized half a goal for fouls. Mr. La Montagne got away and made a good run, but his shot missed the goal by 3 ft. The score at the end of the period was:

England, 5½ goals.

America, 2 goals.

Seventh Period.—After a magnificent combined run by the Englishmen, Captain Cheape deceived Mr. Milburn and scored easily. The Americans rallied desperately, and both Mr. J. M. Waterbury and Mr. La Montagne narrowly missed the goal with shots from difficult angles. Captain Lockett made two remarkable saves of subsequent shots from these two players. Just at this time the Americans were keeping the Englishmen penned in their own territory. Captain Lockett and Captain Barrett were wisely hitting to the side-boards as much as possible until the end of this period. Just before the bell rang Captain Lockett was forced into safety, and thus the score was:

England, 6 goals.

America, 2 goals.

Eighth Period.—The Englishmen at once attacked, and out of a loose scrimmage in front of the American goal Captain Lockett scored. From the throw-in the Englishmen attacked again; Mr. Lawrence Waterbury missed a difficult buck-hand, and Captain Lockett rushed up to hit another goal. The Americans broke away, but Captain Tomkinson saved cleverly. Very soon afterwards, however, Mr. Milburn scored a beautiful goal. The pace was terrific, and both teams were missing the ball rather often. Captain Tomkinson made a fast run across the field and passed to Captain Cheape who scored just after the final bell had rung—too late to count. The final score, therefore, was:

England, 8½ goals.

America, 3 goals.

## REVIEW OF THE MATCH.

## The Players and Points.

The Englishmen scored 10 goals, minus two half-goals for fouls and two quarter-goals for safety hits. America scored four goals, minus two half-goals for fouls.

If Mr. Rene La Montagne had been able to direct his shots, of which he had many in at least five periods, with the ordinary accuracy of even a fairly good player, he could have added several goals to the American score. Of course, several clever strokes by the English forwards also went wide of the goal, but most of them were shots made at full gallop from difficult angles, whereas Mr. La Montagne failed several times when the English goal seemed almost at his mercy.

The Englishmen played with the ball, the Americans had to play for it and take risks. The British cavalrymen knew what they wanted to do and went ahead and did it. They played fine, consistent polo, hitting cleanly and accurately, and seldom missing the ball. They had no misunderstandings, they showed plenty of dash and superb horseman-hip, and above all they made opportunities for themselves as well as seizing any that were presented. The thing they desired to do and did was to keep control of the ball as much as possible by quick, accurate passing. So seldom did any of them miss his stroke, so well did they pass, so accurately did they pick up the ball, that whenever they started an attack they invariably carried it on to the final shot at goal, of which a good percentage were successful. Briefly, more often than not an Englishman was on

## SPECIAL CABLES.

(Special Pacific Service to the "Telegraph"—Routier.)

## SINO-JAPANESE DEVELOPMENT CO.

## RAISING THE CAPITAL.

Peking. Received July 9.

According to reliable information, at least half the Chinese capital of \$2,500,000 of the Sino-Japanese Development Company will be borrowed from Japanese or will not be called up. It is interesting to note that the majority of the Chinese promoters of the company are Southerners.

the ball, sometimes two, occasionally three.

Captain Cheape was quite magnificent. Had I dreamed that he would be able to play in such form I would never have abandoned my belief, telegraphed so often since my arrival here, that the Englishmen had a fine chance of winning. But how could one imagine such a thing after last Sunday's accident and all that it entailed? He did not try to do much riding-off of Mr. Milburn, preferring to keep clear and play the ball past him to Captain Tomkinson, whose anticipation of these passes was wonderfully good. Captain Tomkinson never succeeded in riding-off Mr. Lawrence Waterbury, but frequently spoiled the latter's stroke by cleverly crooking sticks.

Captain Cheape fed Captain Tomkinson for many of the latter's fast runs and followed him reasonably close in case he might miss the ball. These two also cleared the way in irreproachable style twice for Captain Lockett, whose sure hitting and very fast runs were of inestimable service. No back could ask for a better time than Captain Lockett enjoyed for he was very rarely harassed by Mr. La Montagne, but he was not content merely to defend; instead of always hitting up in the conventional way, he varied his methods, occasionally rushing through and making a fast run to the goal, while Captain Barrett attended to Mr. J. M. Waterbury and Captain Tomkinson drew off the American backs.

The wiles with which Captain Barrett and Mr. J. M. Waterbury tricked each other were a delight to watch. Both are exceedingly clever dribblers, and Captain Barrett played capital polo throughout, supporting Captain Lockett splendidly when the Americans threatened the goal; indeed, Captain Barrett saved probably more often than the English back.

The British mounts lost nothing by comparison with the American ponies—in fact, some of the latter struck me as having their best day, such as Conover and Tenby. Also Mr. La Montagne's favourite, Silver Tail, was outpaced by Captain Lockett on Star and later by Captain Barrett on Bella. Twenty-seven and Kitty played capitally for Captain Lockett, so did Greyling and Peppercorn for Captain Cheape. Captain Tomkinson rode four splendid ponies in Hurry Up, Mars, Quicksilver, and Halloween, all of which are handy as well as fast. Nobody can truthfully say that in this match the English mounts were inferior to the Americans.

If the three members of the "Big Four" play in their old positions, with Mr. Malcolm Stevenson or Mr. Foxhall Keens at No. 3, in next Tuesday's match, it should be harder fought than to-day's, though this experience and their victory are certain to do the challengers a great deal of good.

The News in London.

The news of the handsome victory of the English polo team created a considerable sensation in London amongst those who were able to follow the score as it was telegraphed. A large number of people collected at Hurlingham, where the scores were displayed on an illuminated board, and as each period showed ahead there was great enthusiasm and cheering. At the London clubs similar scenes were witnessed, and even in one club whose staid reputation would not suggest such an outbreak, hearty whoops were heard when the

## DAIRY FARM NEWS.

WE HAVE RECEIVED

## NEW SHIPMENTS

OF

## FRESH SIBERIAN SALMON,

SMOKED

## KIPPERS, FILLETS &amp; HADDOCKS.

## THEODORO VAFIADIS &amp; Co.

CAIRO

## EGYPTIAN CIGARETTES.

—UNEXCELED FOR FLAVOR AND QUALITY.—

## KRUSE AND CO.

SOLE AGENTS.

## TO SAIL

## THE AMERICAN &amp; ORIENTAL LINE.

For Boston and New York via Suez Canal.

(With liberty to call at the Malabar Coast.)

## THE Steamship

## "ROYAL PRINCE,"

Captain Coull, will be despatched as above on Wednesday, the 5th August.

This Steamer has excellent accommodation for a limited number of Saloon passengers.

For freight and passage apply ARNOLD KARBERG &amp; Co. General Agents.

## THE "INDRA" LINE LTD. FOR NEW YORK

(with liberty to call at Malabar Coast)

## THE Steamship

## "INDRA"

Captain J. C. Alexander, will be despatched as above on Tuesday, 7th July.

This steamer has excellent accommodation for a limited number of saloon passengers.

or Freight &amp; passage, apply to JARDINE, MATHESON &amp; CO. LTD.

Agents.

Telephone No. 215, Sub. Ex. No. 9.

Hongkong 11th June, 1914. (663)

## TO-DAY'S ADVERTISEMENTS.

## TO LET.

## TO LET.—No. 3 Seymour Ter-

race on August 1st, 1914.

Apply G. A. WOODCOCK, MAGISTRACY.

## ORIENTAL-AFRICAN LINE.

For Singapore, Mauritius and

South African Ports.

## THE Steamship

## "SALAMIS."

4509 tons, Captain D. A. Gar-

diner, will be despatched as

above on Friday, 24th July, at

noon.

For rates of Freight and Pas-

sage apply to:

The Bank Line Ltd.

Managing Agents.

HONGKONG GYMKHANA

CLUB.

The Gymkhana is postponed

till Saturday 18th inst.

## MACKINTOSH &amp; CO. LTD.

Telephone No. 29.

MENSWEAR SPECIALISTS.

## SPECIAL SHOW

OF

SUMMER

SOCKS

AND

## UNDERWEAR

SEE WINDOW AT

16 DES VŒUX ROAD (Next Door To Thos Cook &amp; Son) 16

## WM. POWELL, LTD.

TELEPHONE 346

## WASHING

ARTISTIC

## TABLE COVERS

## EMBROIDERED

## CRASH COVERS

## TABLE CENTRES

## - - TEA COSIES

WHITE MUSLIN CUSHION CASES.

J. ULLMANN &amp; CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF WRIST WATCHES

FOR LADIES &amp; GENTLEMEN.

Prices Right.

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN &amp; CO. CORNER OF FLOWER

STREET.



## COLUMBIA

THE INSTRUMENTS THAT NEVER BREAK DOWN.

## DEMONSTRATION DAILY.

## ANDERSON MUSIC CO., LTD.

SOLE DISTRIBUTORS

Hongkong &amp; South China

## SEND FOR CATALOGUES.

## THE ONE AND ONLY GENUINE TANSAN CLIFFORD WILKINSON'S

## THERE ARE

## "TWO DRINKS IN ONE"

IN ALL

## THE TANSAN SWEET WATERS

ALL THE FRESHNESS AND GOOD QUALITIES OF THE FINEST FRUITS, TOGETHER WITH SPARKLING, HEALTH-GIVING TANSAN, MAKE THESE THE SAFEST AND MOST WHOLESOME NON-ALCOHOLIC BEVERAGES.

## WILKINSON'S TANSAN GINGER ALE,

## WILKINSON'S TANSAN LEMONADE,

## WILKINSON'S TANSAN TONIC,

## WILKINSON'S TANSAN SARSAPARILLA.

NO IMPURITIES CAN GET TO ANY OF THESE.

## THE CLIFFORD-WILKINSON TANSAN MINERAL WATER CO., LTD., KOBE.

SOLE AGENTS

## CANDE PRICE &amp; CO., LTD.

Tel. No. 135. 6, Queen's Road Central, Hongkong.

## SHIPPING

CANADIAN PACIFIC  
ROYAL MAIL.  
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of India	23rd July.
Empress of Asia	5th Aug.
Empress of Japan	19th Aug.

All Steamships leave Hongkong at noon.

The "EMPEROR OF RUSSIA," and "EMPEROR OF ASIA" are now quadruplo screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

## PASSAGE RATES HONGKONG TO LONDON.

"EMPEROR OF RUSSIA," "EMPEROR OF ASIA," via Optional Atlantic Port, £71.10.

"EMPEROR OF INDIA," "EMPEROR OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE". Intermediate service, via Canadian Atlantic port £43, via Boston or New York £15.

Rates quoted above do not include meals and sleeping car across Canada. Those, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Praya, opposite Blake Pier.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

## EASTWARD.

S.S. "Dilwara," 5,378 tons, Capt. Rammage, R.N.R. will be despatched for KOBE & MOJI on 11th July.

S.S. "C. ApCar," 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE & MOJI, on 26th July.

## WESTWARD.

S.S. "Takada," 6,900 tons, Capt. Robins, will be despatched as above on 11th July.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to.

DAVID SASSOON & CO. LTD.

Hongkong, July 6, 1914. Agents.

THOS. COOK & SON,  
Tourist, Steamship and Forwarding Agents;  
Bankers, &c.

Head Office for the Far East.—16, DES VŒUX ROAD, HONG-KONG; SHANGHAI: 2-3, Foochow Road, YOKOHAMA: 32, Water Street, MANILA; Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Summer Excursion Tickets to Japan by all Lines.  
Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrtsgesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO, to

Marselles, Havre, Emden, Bremen and Hamburg and New York. And from Manila; Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

Taking cargo at through rates to all European, North Continental and British Ports, also Trieste, Oporto, Marselles, Genoa, and the Mediterranean Levant, Black Sea and Indian Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Senegambia	17th July
"	Holsatia	25th July
"	Scandia	14th Aug.
"	Sithonia	23rd Aug.
"	Liberia	11th Sept.
"	Altmark	18th Sept.
"	Arabia	9th Oct.
"	Wurtemberg	16th Oct.
Vitoria, V'ver, S'tle, T. & P. (Or.)	Andalusia	2nd Aug.
"	Belgravia	17th Sept.
"	Brasilia	12th Oct.
Havre, R'dam, H'burg & A'werp	Coldenfels	9th July.
Havre, R'dam & Hamburg	Emden	20th July.
M'los, Havre, Bremen & H'burg	Preussen	21st July.
Hamburg and Antwerp	Hoerde	24th July.
Havre, Emden & Hamburg	Silesia	29th July.
Havre, Bremen & H'burg	Markomannia	5th Aug.
Frisia	Frisia	7th Aug.
M'los, R'dam, Hamburg & A'werp	O. D. J. Ahlers	22nd Aug.
Havre, Emden, & H'burg	Senegambia	25th Aug.
Havre & Hamburg	Holsatia	3rd Sept.

For further particulars, apply to—  
Hamburg-Amerika Linie,  
Hongkong Office.

## SHIPPING

## NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination. Steamers. Sailing Date

MARSEILLES, LONDON & ANTWERP, via	Kitano Maru	WEDNES., 15th
Singapore, Malacca; Penang, Colombo, Suez, & Port Said.....	Capt. Coop.	T. 16,000 (July, at 10 a.m.)
Iyo Maru	Capt. *	T. 12,000 (July, at 10 a.m.)

VICTORIA, B.C. and SEATTLE via	Shidzuoka Maru	TUESDAY, 14th
S'hai, Keelung, Moji, Kots, Yokai-kaichi, Shimizu and Yokohama ...	Capt. Deguchi	T. 12,500 (July, at 4 p.m.)
	Tamba Maru	TUESDAY, 28th
	Capt. *	T. 12,500 (July, at 4 p.m.)

SYDNEY & MELBOURNE, via	Nikko Maru	WED., 29th
Manila, Thurs-d a y, Townsville and Brisbane .....	Capt. Takeda	T. 9,600 (July, at noon)
	Kumano Maru	WEDNES., 26th
	Capt. Soyoda	T. 9,300 (Aug, at noon)

CALCUTTA via	Kawachi Maru	SATURDAY,
S'pore, Pemang and Rangoon .....	Capt. Tozawa	T. 12,000 (11th July)

Fitted with new system of wireless telegraphy.

## REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd class) available for 3 months.

YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.
1st class.....\$135	\$122	\$108	\$95

2nd class.....	.....\$ 81	.....\$ 75	.....\$ 65
			\$57

With option of Rail between Steamer's calling ports in Japan.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

SHANGHAI & TSINGTAU	Chenan	11th July at night
	Liangchow	14th July at 4 p.m.
MANILA, CEBU & ILOILO	Taming	14th July at 4 p.m.
PAKHOI & HAIPHONG	Sungkhang	15th July at 9 a.m.
SHANGHAI	Luciow	16th July at 4 p.m.
SHANGHAI & TSINGTAU	Yingchow	18th July at night
MANILA, CEBU & ILOILO	Tean	21st July at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. LINTAN and S.S. SANUI

MANILA LINE.—Twin Screw Steamers Chinua, "Taming" and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" &amp; "Tean."

SHANGHAI &amp; TSINGTAU LINE.—The Twin Screw steamers Anhui, "Chenan," "Shaoising" and the S.S. "Kanchow" Liangchow, "Luciow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Hongkong to Shanghai:—Single \$45. Return \$75.

Do. Hongkong to Tsingtau:—Single \$78. Return \$125.

For Freight or Passages apply to

BUTTERFIELD &amp; SWIRE.&lt;/

## SHIPPING

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).  
For Steamship On  
SHANGHAI & Tsingtau Esang\* Sat., 11th July at noon  
STORE, S'pore & S'pore Chunsang\* Sat., 11th July at 2 p.m.  
MANILA ..... Yensang\* Sat., 11th July at 2 p.m.  
TIENTSIN ..... Cheongshing\* Tues., 14th July at 10 a.m.  
SHAI, Kow & Moji ..... Laisang\* Tues., 14th July at noon  
STORE, Pang & C'cutta, Kutsang\* Wed., 15th July at noon  
MANILA ..... Loongsang\* Sat., 18th July at 2 p.m.  
Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fokang," "Kunsang," "Loat," "Yatshing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dainy, Weihaiwei, Tsingtau.

Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.  
Telephone No. 215. General Managers.

## THE ROYAL MAIL STEAM PACKET CO.

## PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

## "Shire" Line Service.—Homeward.

For Steamers. Date of Sailing  
LONDON & ANTWERP...Den of Ruthven ..... 19th July.

## Trans-Pacific "Shire" &amp; "Glen" Joint Service.

VICTORIA, VVER, STLE, TACOMA & PLAND. VICTORIA, VVER, STLE, Den of Alittle ..... 10th August.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215 Sub. Ex. No. 9. 19

## BRITISH INDIA S. N. CO., LTD.

## NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215. Agents. 14

## THE TAIKOO DOCKYARD &amp; ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SAVORS & REPAIRERS, BOILERMAKERS, FORGECASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 188' x 34'6". Pump empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for— JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P. As supplied to the British Admiralty & War Office.

O.G. type Motor and Reserve Gear.

B.H.P. Petrol 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager

11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address—TAIKOO DOCK.

TELEPHONE No. 923.

O.G. type Motor and Reserve Gear.

B.H.P. Petrol 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN

BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE

CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR

VEHICLES, etc.

Dockyard Manager

11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address—TAIKOO DOCK.

TELEPHONE No. 923.

## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
H'ro, R'dam, H'burg, A'werp &c.	Goldenfels	H. A. L.	12, July
Marseilles via Saigon, S'pore, Colombo, Port Said	Ghili	M. M.	14, July
Trieste, Venice via Straits, etc.	Koerber	S. W. Co.	15, July
Marseilles via Ports	Kitano M.	N. Y. K.	15, July
Havre, R'dam, & H'burg	Emden	H. A. L.	18, July
Glasgow and Rotterdam	Glenstrae	S. T. Co.	18, July
London, via Usual Ports of Call	Assaye	P. & O.	18, July
M'les, Havre, Bremen & H'burg	Preussen	H. A. L.	19, July
London & Antwerp	D. of Ruthven	J. M. Co.	19, July
M'les, Marseilles and Liverpool	Ajax	B. & S.	20, July
London, Amsterdam & Antwerp	Atrous	B. & S.	20, July
London & A'werp via S'pore etc	Nippon M.	P. & O.	22, July
Hamburg	Hoerde	H. A. L.	24, July
Havre, Bremen & Hamburg	Silesia	H. A. L.	25, July
Marseilles, Rotte-dam etc.	Stentor	B. & S.	1, Aug.
Havre & Hamburg &c.	M'kommannia	H. A. L.	5, Aug.
T'ne, Fiume V'ce, via S'pore etc	Silesia	S. W. Co.	5, Aug.
Genoa, Dunkirk & Hamburg	Frisia	H. A. L.	7, Aug.
M'les, R'dam, Hamburg & A'werp	D.O.J. Ahlers	H. A. L.	22, Aug.
Havre, Emden & H'burg	Senegambia	H. A. L.	25, Aug.

## MOVEMENTS OF STEAMERS.

## VESSELS ADVERTISED TO DEPART TO MORROW.

## For Vessel.

## Philippine Is. Antilochus

## Straits Yangtsze

## Shanghai Esang

## Australia Eastern

## Japan Taiyuan

## India Dilwara

## America Kawachi Maru

## Philippine Is. Yuonsong

## Sourakaya Chunsang

## Australia Foochow

## Persia P. Sigismund

## Samson

## Tientsin Huichow

## Shanghai Chenan

## VESSELS ADVERTISED TO ARRIVE TO-MORROW.

## From Vessel.

## Shanghai Foiching

## CANADIAN MAIL.

## The C. P. R. ss. EMPRESS OF JAPAN

## left Yokohama on July 4, between 2 and 4 p.m.

## The C. P. R. ss. EMPRESS OF INDIA

## left Yokohama at 4 p.m. July 9, and is due to arrive at Kobe at 4 p.m. on July 10.

## The C. P. R. ss. MONTEAGLE

## left Moji at 5 p.m. on July 7, and was due to arrive at Kobe at noon on July 9.

## AMERICAN MAIL.

## The P. M. ss. PERSIA will be despatched from this port at 12 o'clock noon on Saturday, July 11, for San Francisco, via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

## The P. M. ss. SIBERIA will leave Hongkong on Sunday Aug. 2nd at 1 p.m. instead of Tuesday Aug. 4.

## The P. M. ss. KOREA carrying the United States mail, left Yokohama for Hongkong via Japan Ports, on July 8, and is expected to arrive at Hongkong on July 14.

## MERCHANT STEAMERS.

## The I. C. S. N. ss. KUTSANG left Moji on the 8th inst. and is due at Hongkong on the 13th inst.

## The I. C. S. N. ss. SUISANG left Geraldton on the 20th ult. and is due at Hongkong on the 15th inst.

## The I. C. S. N. ss. LAISANG left Singapore on the 4th inst. and is due at Hongkong on the 11th inst.

## The I. C. S. N. ss. FOOKSANG left Calcutta on the 30th ult. and is due at Hongkong on the 16th instant.

## The I. C. S. N. ss. MAUSANG left Jolo the 7th inst. and is due at Hongkong on the 13th inst.

## The I. C. S. N. ss. CHOYSANG left Shanghai on the 8th inst. and is due at Hongkong on the 13th inst.

## The S. L. ss. DEN OF AILIEZ left Loi on the 20th ult. and is due at Hongkong on the 8th August.

## The S. L. ss. DEN OF RUTHVEN from the Pacific Coast is due here on the 15th July.

## The I. L. ss. INVERCLYDE from New York passed the Canals on the 23rd June, and is due at Hongkong on the 19th July.

## The ss. PRINZ WALDEMAR left Sydney on the 2nd inst. at 3 p.m. and may be expected here on or about the 25th July.

## The ss. INDRADEO passed the Suez Canal on the 7th inst. for Hongkong direct.

## TIDE TABLE.

## 6th July, to 12th July, 1914.

## High Water Mean Water Low Water

## Mean Tide Height Height

## Mean Tide Time, H.

## Mean Tide

## Mean

# THE HONG KONG TELEGRAPH.

## EXTRA

HONGKONG, FRIDAY, JULY 10, 1914,

### SPECIAL CABLE.

(From Our Own Correspondent.)

#### MURDER OF MRS. NEUMANN.

#### THREE CHINESE IN THE DOCK.

Police Confident that They are on Right Trail.

Shanghai. Received July 10.

Three Chinese, charged with the murder of Mrs. Neumann on January 23, have been arrested up country.

The trial is proceeding in the Mixed Court to-day.

The police are confident that they are on the right trail.

#### CORRESPONDENCE.

[The opinions expressed by the Correspondents are not necessarily those of the "Hongkong Telegraph."]

#### STAR FERRY FARES.

[To the Editor of the *Hongkong Telegraph*.]

Sir,—Having read your special article on Fares and Families relative to Kowloon residents and the Star Ferry Co., I should like to say that the opening remarks of your correspondent, "What is a family? That may seem a curious question to ask, but apparently gives difficulty in Kowloon," etc. do not seem to me to be the question at issue at all. The question to my mind should be, what constitutes a family for nine dollar ticket? The cost of a family ticket heretofore.

Whilst I agree that the limits and proportions of a family travelling on that nine dollar ticket should be clearly defined and limited to a reasonable number, I think there can be extremes both ways, and, no doubt, many families are of such extreme proportions as to cause the Ferry Company to look into the matter and make a definition, which they have done, but to my mind they have not been very liberal, and have gone to the other extreme when they limit the number to be carried for the old fare of nine dollars to three persons.

An ideal family should consist of two parents, and a male and female offspring; therefore I think that were they to limit the nine dollar ticket to four persons instead of three it would be a more reasonable arrangement, and if the family did not consist of, as I have suggested, two parents and a male and female offspring, it should be the equivalent of these. For example, should one of the parents be dead, an extra child could be carried, or should there be only one offspring, an amah or a governess could be substituted to make up the four persons. This, I think, would be a very fair arrangement, and a scale such as proposed for extra members of a large family would not be objected to, provided the Ferry Company were somewhat liberal in the first instance, and which is very well counterbalanced by many persons living in Kowloon who have no family at all.

The Ferry Company have been very liberal when they allow children under six to travel free, no matter how many; but children under six are very little expense to their parents compared with older children who take the same sized boots and clothes as their parents do and eat twice as much.

However, I myself have no cause to complain at the Ferry Company's action, except that they have not been liberal enough on the scale of the old nine dollar ticket and I feel sure that, were

#### BELGIAN BANK CASE.

##### Further Proceedings at Shanghai.

The adjourned hearing of the case against H. L. Beechey on charges of alleged fraud in connection with the promotion and establishment of the British and Belgian Bank, and with converting to his own use various sums of money placed on deposit, was continued on July 3, says the *Shanghai Times*.

F. D'Almeida, of the firm of Lowe, Bingham and Mathews, was recalled, and produced the bank's journal which was in accused's handwriting. Witness said he was not able to make any use of that journal, as he could not understand the entries. The first page began with April, 1913, and page 3 referred to June, 1912.

In answer to Mr. Douglas as to whether the book gave the appearance of containing a record of transactions at the time or a book written up subsequently, witness said there was no doubt it was written up subsequently.

The disbursement book written up by Mr. Andersen, of the Horse Bazaar, was next produced, also the ledger. The latter was written up by the accused, and witness could make no use of it. Page 15 purported to be Macar's account, comprising a series of monthly entries of lump sums, and on November 6 "Transfer to G. D. Macar, suspense account Tls. 135,117."

Mr. Douglas—Practically the whole of the funds of the company are put down as "G. D. Macar, suspense account?" Witness replied in the affirmative.

Accused, witness said, signed

something like Tls. 30,000 in

comprador's orders.

Mr. Douglas read comprador's orders, mentioning Kee Wah

washing company, boy, and

repairs to boots. (Laughter.)

Mr. Douglas said an examination of some of the orders went to show that they were really for private expenses. One was \$804 advances, and in pencil, "for salaries to Macar;" and then \$56 for boy's uniform, also \$122 for boy's uniforms, a third for washing and in brackets "office boys," three others were for the same washing company, and one for Ching Fong, the tailor, and last was "The Cook, \$17." A large number of the orders were for carriages.

Mr. Douglas—You found lump sums drawn by Beechey to the amount sometimes of \$800?

Witness—One amount was for \$1,200, for salaries, for which there were no vouchers.

Mr. Douglas then handed in the counterfoils of Macar's cheque book with the R.A. Bank, and said that on those counterfoils entries such as these were found: "Astor House Dinner, Macar, General expenses, Tls. 151,31," and "A—J—M, Tls. 50."

Witness repeated that a sum of Tls. 1,250 was paid into the bank's account in the Hongkong Bank. Only one cheque was drawn on this account for Tls. 400, which was returned by the Hongkong Bank unpaid "for reasons given to the Secretary."

Mr. Douglas: That is put in as being the only attempt to draw the only monies in the name of the British and Belgian Bank. Enquiries had been made of, and letters received from, the R.A. and Hongkong Banks as to Macar's account. The balance at present of his credit in the R.A. Bank was Tls. 30,59 and in the Hongkong Bank Tls. 68,39.

Cross-examined by the accused, witness said he saw two and perhaps three copies of the projected prospectus. Only two books were kept by Mr. Andersen, who was paid a cheque by Mr. Macar.

Accused: You say you could not understand the ledger which I kept. Will you tell me if the headings in the disbursement book, kept by Mr. Andersen, are not the same as in the ledger?

Witness: That is so. I did

not know Mr. Andersen guaranteed the system of books which he kept.

Accused: Do you know that I balanced my salary account with Mr. Macar?

Witness: No.

Accused, answering his Worship, said he accounted for all the money drawn by him to Mr. Macar. (To witness). Did you notice that even people handling petty cash accounted for same to Mr. Macar?

Witness: I think Mr. Van derlet did.

Witness said he did not tell Mr. Douglas that he could account for the history of the bank step by step. His firm had the bank's papers about three months.

Accused: From looking at these things would you say that this bank was promoted and registered on dates on and after October 5, 1912?

His Worship—What do you refer to?

Accused: To the charge. The question is whether a bank can be born in five months, or whether "promotion" takes a few months or many months.

His Worship: If the charge is wrong the prosecution can alter it. They are not bound to that particular date.

Accused said he would be able to prove that he was not in Shanghai at some of the times referred to.

Further questioned by accused, witness said he could not find any record of the two deposit amounts for \$5,000 and Tls. 4,000 having been paid out by the bank. As a matter of fact Baron Macar told him that they were not paid, or rather that they were not paid in cash.

His Worship:—Was Beechey present when Baron Macar stated this?

Witness:—I am not sure, but I can verify the statement by referring to my diary.

Mr. Douglas said he knew an arrangement of some sort was come to with the Chinese, who in either case left a considerable sum of money unaccounted for. It was for Macar and Beechey to prove that the money was not misappropriated, and that it was there when required.

Accused (to witness)—Do you remember at the public examination how Mr. Douglas and Mr. Macar had pencils, and discovered that they had enough money to pay off the debts?

Witness: No.

Accused: That there were Tls. 3,000 or Tls. 4,000 in Mr. Macar's private banking accounts, Tls. 1,200 in the Company's Bank account, Tls. 2,000 or Tls. 3,000 in the strong room, and there was still a further sum of Tls. 3,000 owing by the comprador?

Witness: I said there were Tls. 3,000 in the two banks. The comprador absconded about October with something like Tls. 3,000.

Mr. Douglas: I don't think that is quite correct.

Accused: The comprador could not have absconded in October, because he was still here in December.

Witness: He did not go to the bank in December.

Accused: Yes, he did, and he kept promising to pay to-morrow and to-morrow. He said he had the money at short call.

Mr. Douglas: The comprador evidently absconded with his own money. At the public examination Baron Macar was unable to give an explanation of the matter.

Accused (to witness): Can you say the expenses for October, November and December were paid from the strong room, the same as in September?

Witness: I believe the December expenses were paid to Van derlet, and Mr. Macar gave him a cheque for Tls. 1,000. That was taken out of the Hongkong and Shanghai Bank.

Accused: Can you not say that there were Tls. 3,000 or Tls.

4,000 in hand, in cash, in October?

Witness: The September and October expenses were paid by the comprador—only to the end of October.

Witness: He drew the whole lot. He took everything out of the strong room and did not account for it.

Further questioned by accused, witness said there was a sum of \$2,633.52 in the strong room at the end of October. This was debited to Macar's account and he had to account for it. Witness could not trace it in any of the books of the company.

Accused: Regarding the washing company comprador orders, did you not find out that the boys had white suits?—No.

Accused: Did you not see these things mentioned in the auctioneer's bill?—No.

Accused: As a matter of fact I saw these things kicking about Noel, Murray's about two weeks after the sale.

Witness admitted finding accounts with Whiteside Laidlaw and Ching Fong, the tailor, for the making up of the suits, referred to.

The only other witness called was Richard Maxwell Saker, a shareholder in Messrs. Atkinson and Dallas, who stated that in November last year certain Chinese asked his assistance in reference to certain business with the British and Belgian Bank. They brought with them two deposit receipts, and said they had been to the British and Belgian Bank and could not collect their money, also that they had been asked to renew their deposits, but had refused.

Witness suggested that the only way he could help them was for them to make an endorsement on the back of the receipts and for him to go round and see the people.

The deposit receipts were accordingly endorsed with a transfer to Atkinson and Dallas, Ltd. The day before the deposits were due witness went round to the Belgian Bank and saw the Secretary. The latter asked him to wait while he saw Baron Macar, and afterwards came back saying that Baron Macar would see him.

Witness went upstairs with the deposit receipts and had a long conversation with Baron Macar, who told him that they had not got the money, and that the deposits could not be met. Then he started to go into the reason why the thing had been a failure, and witness said he was too busy to hear what had happened.

The distress is increasing in the famine and scarcity areas, but the numbers on relief have fallen. The Central Provinces:—Number on relief works is nil; on gratuitous relief 9,637. The increase under gratuitous relief is due to greater liberality to village watchmen. The numbers on ordinary works are falling as people are returning to agricultural operations.

#### Famine Reports.

The following are the reports from the famine areas:—United Provinces. Number of persons on relief works 67,056, on gratuitous relief 78,887, total 145,943, which is 11,117 less than the previous week. Rain has fallen throughout the distressed area.

The distress is increasing in the famine and scarcity areas, but the numbers on relief have fallen. The Central Provinces:—Number on relief works is nil; on gratuitous relief 9,637. The increase under gratuitous relief is due to greater liberality to village

watchmen. The numbers on ordinary works are falling as people are returning to agricultural operations.

#### Boor for Pensioners.

The Government of India have now decided that in the case of pensioners, whether civil or military, who receive pensions at a rate of less than Rs. 83-5-4, per mensem, no deduction on account of income tax shall be made by the officer disbursing the pension merely because in any particular month the amount actually drawn on account of the pension exceeds that limit.

#### Railway Surveys.

Simla, June 12.—The Railway Board have sanctioned detailed surveys being carried out by the agency of Messrs. Gillanders Arbuthnot and Company for the following lines of railways on the 2 feet 3 inch gauge, viz.—from Meerut to Roorkee a distance of about 78 miles; (2) from Meerut to Gurukotesar, a distance of about 23 miles.

The Board has also sanctioned a detailed survey being carried out by the Madras and Southern Mahratta Railway Company for a line of railway on the metre gauge from Hotgi Junction station to Sholapur, a distance of 10-25 miles and a partial resurvey being carried out by the agency of Messrs. Gillanders Arbuthnot and Company for a line of railway on the 2 feet 6 inch gauge from Swabi to Charsadda via Mardan, a station on the Howrah-Dargai Railway, a total distance of 48-05 miles.

#### Landslip at Tai O.

The police at Tai O report a landslip near the police station and state that immediate attention is necessary or a more serious one is likely to follow.

#### Police Recruits.

By the Nile yesterday, Messrs. Painting, Williams, and Hinch arrived in the Colony as recruits for the Hongkong Police Force.

### INDIAN NEWS.

### OVER 1,000 BAGS SHORT.

A Flour Merchant's Considerable Loss.

Two Chinese were charged at the Police Court, this morning, with stealing, or receiving, a quantity of flour, well knowing the same to have been stolen.

Mr. Stokes, of Messrs. Deacon, Looker, Deacon and Harston, appeared for the prosecution, and Mr. E. M. Tozer for the defence.

Mr. Dunbar, a flour merchant, gave evidence to the effect that he had consigned by the s.s. Empress of Russia, 5,300 bags of flour, and there had been a shortage of 1,118 bags. Witness said that such a hold had not happened for twenty years. The boat taking delivery of the flour had been overloaded and some of it had been sunk in the harbour through a sling breaking.

Architectural Scholarships. The three scholarships (each of the value of Rs. 100 per month) for training in architecture at the office of the Consulting Architect to the Government of Bombay, sanctioned in the Government of India resolution of 19th September, have been awarded to Messrs. S. M. Subrahmanyam of Madras, Ganesh Chandra of Chandra-Bengal, and B. L. Dhana of Jaipore State.

Railway Extension in Eastern Bengal.

The Government of India are about to address the Secretary of State in regard to the grant of a concession for the formation of a branch line company for the construction of a railway from Mymensingh to Bhaibabazar with branches to Bagmara at the foot of the Garo Hills and to Netrokona. It is understood that the working of this line will be entrusted to the Assam-Bengal Railway.

Aerodrome at Sitapur.

Allahabad June 16th.—The construction of an Aerodrome at Sitapur is being proceeded with and it is hoped it will be completed about the middle of the next cold weather. Regular flights are being made at present and so far there have been no accidents of any but a minor nature.

The greatest difficulty experienced is in finding suitable landing places as the country is very uneven especially in irrigated portions.

Charge of Unlawful Possession.

This morning at the Police Court a Chinese was charged with being in unlawful possession of a gold necklace the property of Sister Kelsey of the Peak Hospital. It appears that the man is alleged to have pawned the necklace at a shop in Cross Street, Wanchai, and later attempted to pawn a gold watch and chain which is thought to be the property of Lady May. The case was remanded this morning to allow the Police to make further enquiries.

### GENERAL

#### BARNARDISTON.

General Cooper's Successor at Tientsin.

No exception, says Truth, can be taken to the appointment of Colonel N. W. Barnardiston to succeed Brigadier-General Cooper at Tientsin in command of

# THE HONGKONG TELEGRAPH SECOND EXTRA

HONGKONG, FRIDAY, JULY 10, 1914.

## THE EMPRESS DISASTER.

### DR. FRANCIS CLARK'S BROTHER AMONG SURVIVORS.

Went Down with the Liner but was Rescued.

Yesterday's mail brought news to the Colony that a brother of Dr. Francis Clark was on board the Empress of Ireland when she went down in the St. Lawrence River, and that he had a most marvellous escape from death.

It appears that Mr. Clark was awoken by the noise of the Empress's syren, but on looking out of the port-hole he could see nothing amiss, and so returned to his bunk. A minute or so afterwards he felt himself slipping down in his berth, and feeling that something was wrong, he hastily donned some clothing and went up on deck. It was evident by this time that a serious mishap had occurred, but Mr. Clark thought the passengers and crew would soon be taken off, and certainly did not think it possible for the liner to sink as rapidly as she did.

Without any warning, however, the huge liner gave a sudden lurch, and Mr. Clark sank with her. He turned over and over in the sea, but at last rose to the surface, where he was much buffeted about by the wreckage and surrounded by hundreds of drowning people. When he was almost exhausted (he weighs 16 stone), Mr. Clark managed to swim to a raft, and shouted to a man on it to come to his aid. This he did, and Mr. Clark was eventually pulled on to the raft. Immediately afterwards, a woman who had both her legs broken was helped on to the raft. She was suffering terribly, and she clung to Mr. Clark, saying "Oh, do not leave me." Mr. Clark made her as comfortable as was possible, and at length a ship came along and took the occupants of the raft on board. It was all over in half an hour, and the rescued people were taken to a French Canadian village and after some hours a train from Quebec took away all the survivors who were able to travel. Several of those who were rescued from the sea succumbed later.

Mr. Clark had to give evidence before leaving Quebec and also to view some 300 bodies for purposes of identification. His ordeal affected him greatly. When he landed in England he only had one suit of clothes and his watch. Naturally, he felt very thankful that his life was spared. He is still in the doctor's hands. It may be mentioned that Mr. Clark travelled from Montreal to Quebec, on the way to the Empress boat, with Mr. and Mrs. Lawrence Irving, who as is known, lost their lives in the disaster.

### Gymkhana Postponed.

We state on Page 4 that the third Gymkhana takes place to-morrow. After the page went to press we were informed that the event has been postponed till the 18th inst.

## CROWN RENT DISPUTE.

### Basel Mission Sued by Colonial Treasurer.

This afternoon, in the Summary Court, before Mr. Justices Hazelton, the Colonial Treasurer, sued the Basel Mission Society to recover the sum of \$1.50 for Crown rent.

Mr. P. M. Hodgson, Crown Solicitor, appeared for the plaintiff, and Mr. Norrington, of Mr. Bruton's office, for the defendants.

The case had been mentioned this morning when Mr. Norrington said that the defence was that the amount had been paid.

Addressing his Lordship, Mr. Norrington said that on the Crown Solicitor informing him that the receipt, which he was in possession of, was in respect to other property, his client was quite prepared to pay the amount claimed. There was some mistake, because the defendants had been landowners in Hongkong for some considerable time past. His client was the treasurer to the Society and was justly indignant that the name of the Society was thus brought into court. They received a notice for Crown rent and had paid the sum of \$203 odd.

Mr. Hodgson:—There has been no mistake at all and if there has been, it is on the part of the Basel Mission, not on the part of the Colonial Treasurer.

Mr. Norrington:—You will see on the receipt for \$203, "Kowloon Inland Lot No. 7, \$7." That list was received by my client and paid by him on June 4. That comprised all the property that he thought they were holding from the Government. He received no notice whatever other than that of issuing the writ.

Mr. Hodgson said that his friend was making statements without any proof at all.

Mr. Norrington:—I am prepared to call the defendant.

Mr. Hodgson:—He has written across this notice, "Does not belong to the Basel Mission." It is a notice for payment and that if the payment is not made within a certain time proceedings will be taken. The truth of the matter is that he does not know what the Basel Mission has or has not.

Mr. Norrington:—He certainly has received a notice for \$1.50 and has written on it, "Does not belong to the Basel Mission" and the writ was issued without any further notice. I think it is right that I should point out that a large sum was paid on June 4, five or six days after the notice, and it was then up to the Colonial Treasurer to tell us the amount was due and we would have paid it at once.

Judgment was given for the plaintiff.

### Military Leave.

Major O. W. Davy, R.E., has been granted leave to the neighbouring countries from August 5 to October 20.

### Medical Charge.

Captain F. H. Stewart, I.M.S., is placed in medical charge, 24th (Hazara) Mountain Battery, from June 16, 1914, inclusive, until further orders, vice Captain D. Arthur, I.M.S., proceeded to India with the 8th Balakpur.

## HONGKONG & SHANGHAI BANK.

### DIVIDEND OF £2.35 PER SHARE.

Bank not to Pay Income Tax.

We are officially authorised to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting:

Dividend of £2.35/- per share subject to deduction of Income Tax.

Add to the Silver Reserve Fund... \$350,000

Write off Bank Premises... \$400,000

And carry forward about... \$2034 lacs.

It will be noted that instead of the Bank paying, as hitherto, the Income Tax on dividends, subject to the British Income Tax, the dividend has been increased by an amount sufficient to compensate the shareholder liable to this tax, while the other shareholders will benefit to the full extent of the increase in the dividend.

## DIVERSIONS AT DINNER.

### Alleged Substitution of Prisoners

This afternoon at the Police Court fifteen men were charged with gambling at No. 1 Belchers Street.

Mr. Leo D'Almada e Castro defended.

A Chinese constable deposed to having had warrants in respect of six houses. It was in the first house that the men were found. The men were arrested and Mr. D'Almada informed his Worship that the men were interested in a meal at the time, and after being bailed out returned to complete the courses.

There was a suggestion that the man appearing as the fifteenth prisoner was not the man arrested last night when the raid was made, and evidence to this effect was given by Sgt. Adlington and Chinese constable. There was also something in the nature of a suspicion against this prisoner.

The case was adjourned to have the matter settled.

### Drowned Body Found.

The body of a man who was drowned in attempting to jump from the On Lee to the wharf, has been found in the Harbour and taken to the Kowloon mortuary.

Latest Advertisements.  
The s.s. Salamis leaves for South African ports on the 24th inst.—Page 5.

Consignee's notices are issued regarding the Takada and the Laisang.—Page 5.

The s.s. Dilwara leaves for Japan on the 14th. inst.—Page 5.

No. 3, Seymour Terrace is advertised to let.—Page 5.

## FAERASTERN NAVAL SQUADRONS.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Destroyer-boat	1,700	12	2,000	Comdr. A. Coohran	Cruising
Atlas	Admiralty tug	710	2	900	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Hongkong
Britomart	Gunboat	1,070	6	1,400	Capt. M. S. Fitzmaurice	Yangtze
Cadmus	British sloop	390	—	300	Mister H. Smith	Hongkong
Cherub	Water tank and tug	560	—	7,550	Lt.-Com. H. T. England	Weihaiwei
Chelmer	T. B. Destroyer	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Yangtze
Olio	British sloop	580	4	7,500	Comdr. Seymour	Yangtze
Colse	Torpedo-boat destroyer	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Hampshire	1st class cruiser	—	—	—	Lt.-Com. G. A. Mullock	Weihaiwei
Jod	Torpedo boat destroyer	616	4	1,200	Lt.-Com. H. Marryatt	Yangtze
Kinash	River gunboat	—	—	—	Lt.-Com. F. A. H. Russell	Weihaiwei
Kennett	Torpedo-boat destroyer	—	—	—	Lt.-Com. C. J. J. Gibson	Labuan
Merlin	Surveying ship	1,040	—	—	Capt. E. B. Kiddie	Weihaiwei
Minotaur	1st class cruiser	14,000	—	27,000	Lt.-Com. Alan Dixon	West River
Moerheim	River gunboat	180	2	800	Capt. Frederick A. Powlett	Yangtze
Newcastle	2nd class cruiser	4,800	12	22,000	Lt.-Comdr. M. Murray	Weihaiwei
Nightingale	River gunboat	85	2	240	R. W. Wilkinson	West River
Ribble	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Nash	Hongkong
Robin	River gunboat	85	2	240	Lt.-Comdr. Cronic	West River
Rosario	Depot ship for Submarines	980	—	1,400	Lt.-Comdr. Cronic	West River
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	Yangtze
Saipa	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Weihaiwei
Teal	River gunboat	180	2	800	Lt.-O. Hon. S. P. B. Russell	Hongkong
Thistle	Gunboat	710	2	900	Lt.-C. G. F. L. Page	West River
Triumph	Battleship	11,915	—	12,500	Adm. Comdr. A. Sussmann	Hongkong
Tamar	Receiving Ship	—	—	—	Comdr. Anstruther, C.M.G.	West River
Uk	Torpedo-boat destroyer	500	—	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Wellau	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. Poigaard	Hongkong
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. C. Borrott	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
C. 36,	—	—	—	Lt. Pope	Hongkong	
C. 37,	—	—	—	Lt. McGillivray	Hongkong	
C. 38,	—	—	—	Lt. J. Gaines	Hongkong	
T.B. 035,	—	—	—	Lt.-Com. Handley	West River	
T.B. 036,	—	—	—	Lt.-Com. T. Barton	Hongkong	
T.B. 037,	—	—	—	Lt.-Com. Nicol	West River	
T.B. 038,	—	—	—	Lt.-Com. H. W. Seymour	Hongkong	
Flagship of Vice-Admiral Jerram, K.C.B., C.V.O., O.M.G. Commander-in-Chief.	German.	—	—	—	—	—

## FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

## French.

Montcalm	Armoured cruiser	11,000	—	20,000	Capt. Vieux	Shanghai
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Davelny	Shanghai
Decidée	Gunboat	645	10	1,000	Lieut. Matha	Canton
Argus	River gunboat	180	6	570	Lieut. de Mardrille	Canton
Vigilante	Gunboat	123	7	500	Lieut. Lecadet	Tongku
Peiho	Gunboat	130	—	—	Lieut. Collin	Tehong-king
Dondard de Liguee, Gunboat	—	—	—	Lieut. Millot	Tehong-king	
Flagship of Rear-Admiral Huguet, Commander-in-Chief, the French China Station	—	—	—	—	—	—
Styx	Armoured gunboat	1,708	10	1,700	Lieut. Martel	Saigon
Fronde	Destroyer	350	7	303	Lieut. Theroin	Saigon
d'Herberville	Destroyer	—	—	—	Capt. de Frigate Audemar	Shanghai
Pistolet	Destroyer	130	7	300	Comdr. Castague	Saigon
Mouquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying-ship	1,625	10	9,000	Com.	Saigon
Flagship of Commodore Paris de Boisrouvray, Commanding the local defence Indo-China.	Portuguese.	—	—	—	—	—
Endea	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Guiseppe	Armoured cruiser	11,600	36	26,000	Captain Bruninghaus	Tsingtau
Itlis	Gunboat	900	12	1,300	Comdr. Sachso	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Thieriched	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Octor	River gunboat	—	—	—	Capt. Lieut. Firle	Yangtze
Scharnhorst	Flagship	11,600	36	26,000	Capt. F. Schatz	Tsingtau
B. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Pizer	Gunboat	900	10	1,350	Comdr. Bocke	Tsingtau
Isingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Oblt. z. S. Dressler	Yangtze
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dina	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patris	Gunboat	700	—	—	Capt. Luiz A. de Magalhaes Correa M	—
Portuguese.	—	—	—	—	—	—

## UNITED STATES VESSELS.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	—	—	—	—	Ensign J. R. Maan	—
A-6	—	—	—	—	Ensign H. L. Rahel Daffer	—
A-7	—	—	—	—	Ensign R. L. Wood	—
Albany	Protected cruiser	3,420	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Sprance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. O. S. Keller	—
Callao	Gunboat	223	8	250	Lieut. S. M. La Bounty	Canton
Chamcey	Torpedo-boat destroyer	420	7	8,000	Lt. J. O. Gunning	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Lt. V. K. Colman	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Lt. E. Durr	Cavite
Elcano	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,312	8	1,988	Com. G. R. Marvell	Shanghai
Mohican	Station ship	1,900	6	1,100	Lieut. V. R. Lowe	Cavite
Monadnock	Monitor	3,000	6	3,000	Lt. Y. Rorshach	Olongap
Sonterey	Monitor	4,084	4	5,277	Ensign P. J. Peyton	Cav. Canton
Rampana	Gunboat	243	8	—	Ensign G. Bradford	Cavite
Pisotta	Sea going-tug	854	2	1,600	Ensign G. Bradford	Cavite
Pompey	Repair ship	3,085	—	—	Ensign G. Bradford	Cavite
Samar	River boat	—	—	—	Ensign G. Bradford	Cavite
Wilmington	Orniser	—	—	—	Ensign G. Bradford	Cavite
Saratoga	Flagship	—	—	—	Ensign G. Bradford	Cavite
Galveston	Cruiser	—	—	—	Ensign G. Bradford	Cavite

## MARKET PRICES.

Hongkong July 6, 1914.

## BUTCHER MEAT.

U.S.		Cts.	
Beef Sirloin & Prime Cut	—	lb. 12	15 35
„ Corned	—	20	10
„ Roast	—	22	12
„ Breast	—	18	28
„ Soup	—	18	32
„ Steak	—	22	20
„ „	—	35	60
Beef Sirloin & Prime Cut	—	each 60	—
„ Corned	—	0	—
„ Roast	—	1.20	—
„ Breast	—		

1914.

HOTEL.  
Room at \$2.00  
1. Plan of  
in Office.  
t. will be held  
Manager.TRE.  
-nightd so that right  
at will happen  
s the possessor  
ic Associations  
strength.

ATRE.

500 Feet.  
EKLY".

RTY.

E WINE  
all cases of  
non, children  
, in addition  
MINT cordial  
others by its  
ump of sugar.  
(France).  
ong.

NEES.

E OF STEAM-  
MITED.

CONSIGNEES.

OPE, etc.

P

THSHIRE".

from the above  
of cargo by her  
that all goods  
at their risk into  
d or extra hazard  
the Hongkong  
harf and Godown  
od, whence, and  
harves, deliveryred by the 10th  
subject to rent and  
ed and damaged  
be left in the  
they will be  
instant at 9.30  
inst the steamer  
ed within 10 days  
e they will noturance will be  
any case what  
o will be carried  
is given to the  
ately on arrival.  
g will be couNZ. MATHESON  
CO., LTD.  
Agents.  
July, 1914.CONSIGNEES  
"INDRA" LINE, LIMITED.  
NOTICE TO CONSIGNEES.  
From NEW YORK, via  
SUEZ CANAL.  
THE Steamship"INDRAGHIRI"  
having arrived from the above  
ports, Consignees of cargo by her  
are hereby informed that all  
goods are being landed at their  
risk into the hazardous and/or  
extra hazardous Godowns of the  
Hongkong and Kowloon Wharf  
and Godown Company, Limited,  
whence, and/or from the wharves,  
delivery may be obtained.Goods not cleared by the 15th  
July will be subject to rent.All broken, chafed and damaged  
packages are to be left in the  
Godowns where they will be  
examined on 14th July at 9 a.m.  
Claims against the steamer must  
be presented within 10 days of  
arrival otherwise they will not  
be recognized.No Fire Insurance will be  
effected by us in any case what-  
ever.Bills of Lading will be counter-  
signed by:  
JARDINE, MATHESON  
& CO., LTD.  
Agents.

Hongkong, 8th July, 1914.

THE ROYAL MAIL STEAM  
PACKET COMPANY.THE Steamship  
"RADNORSHIRE"  
From PACIFIC COAST and  
JAPAN.The above Steamer having  
arrived. Consignees of Cargo  
are hereby notified to send  
in their Bills of Lading for counter-  
signature, and to take im-  
mediate delivery of cargo from  
alongside.Cargo impeding discharge or  
remaining on board after 9 a.m.  
9th inst, will be landed at Con-  
signees' risk and expense and de-  
livery must then be taken from the  
hazardous and/or extra hazardous  
Godowns of the Hongkong and  
Kowloon Wharf and Godown  
Co., Ltd.No Fire Insurance will be  
effected.No claim will be recognised  
after the Goods have left the  
Steamer or Godown, and all goods  
remaining undelivered on 15th  
July will be subject to rent and  
landing charges.All chafed and otherwise damaged  
cargo must be left in Godown  
and examination of same  
will be held on 14th July at 10  
a.m.All Claims must be presented  
on or before 20th July otherwise  
they will not be recognised.JARDINE, MATHESON  
& CO., LTD.  
Agents.

Hongkong, July 8th, 1914.

TO SAIL

"GLEN LINE"  
(McGREGOR, GOW & Co., Ltd  
For Glasgow & Rotterdam  
The s.s. "GLENSTRAE"  
(Capt. McGillivray) will be des-  
patched for the above ports on or  
about 18th July, 1914.Saloon fare Hongkong/Glas-  
gow £40.For freight or passage, apply  
to SHEWAN, TOMES & Co.  
Agents.

Hongkong, 18th June, 1914.

## HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.O. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins.  
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

## ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &amp;c., &amp;c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:-				
NAME OF DOCK OR SLIP	LENGTH ON ELEV. BLOCKS	ENTRANCE BREATH	DEPTH OVER SEALEVEL SPRING TIDES	RISE OF TIDE SPRING TIDES
KOWLOON				
No. 1 Dock, Kowloon.....	700'	{ 85' top 70' bottom }	20'	7' 6"
No. 2 Dock, Kowloon.....	371'	75'	18' 6"	7' 6"
No. 3 Dock, Kowloon.....	360'	60' 3"	14' 6"	7' 6"
Patent Slip, No. 2, Kowloon.....	280'	60'	12'	7' 6"
TAI-KOK-TSUI				
Comptellian Dock.....	460'	85'	80'	7' 6"
ABERDEEN				
Hora Dock, Aberdeen.....	370'	65'	25'	7' 6"

HEAD OFFICE: KOWLOON  
Telephone No. 1 K.  
QUEEN'S BUILDINGS  
Telephone No. 26 H. Hongkong.Please Address Enquiries to the Chief Manager.  
R. M. OVER B.Sc. M.I.N. Kowloon Dock, Hongkong.

## TO SAIL

## THE "INDRA" LINE LTD.

For Boston & New York.  
(with liberty to call at the  
Malabar Coast)

THE Steamer

## "INDRAKULA."

Captain A. H. Smith, will be  
despatched as above on Monday,  
27th July.

This steamer has excellent  
accommodation for a limited  
number of saloon passengers.

For Freight & passage, apply  
to

JARDINE, MATHESON  
& CO., LTD.

Agents.

Telephone No. 215, Sub. Ex. No. 9  
Hongkong 3rd July, 1914.

Regular Steamship Service  
Proposed Sailing from Hongkong

For BOSTON & NEW YORK  
s.s. "MUNCAS" on or about  
TER CASTLE' 16th July.

For Freight and further in-  
formation apply to

DODWELL & CO., LTD.

Agents.

Hongkong, June 4th, 1914.

## PUBLIC COMPANIES

THE STEAM LAUNDRY  
Co., Ltd.

THE TWELFTH ORDINARY  
GENERAL MEETING of  
Shareholders in the above COM-  
PANY will be held at the Office  
of Sir C. P. Chater, C.M.G.; on  
WEDNESDAY, the 15th July,  
1914, at 12.30 p.m., for the purpose  
of receiving the Report of the  
Directors with a statement of  
Accounts to the 31st May, 1914.

The Transfer Books of the  
Company will be closed from 10th  
July to 15th July, both days  
inclusive.

C. BERNARD BROWN,  
Acting Secretary.

Hongkong, 30th June, 1914.

## NOTICES

ASSOCIAÇÃO PORTUGUEZA  
DE SOCORROS MUTUOS.

## CIRCULAR.

A pedido de um grupo de  
Socios, a Assemblea Geral desta  
Associaco convocada para a  
proxima Quinta feira, 9 de Julho  
de 1914, as 6 horas da tarde no  
Salvo Lulu de Canhos, do Club  
Lusitano, fica addiada para a  
Quinta feira, 23 do corrente, no  
mesmo local e a mesma hora.

Todas as alteracoes propostas  
que qualquer membro da nossa  
Comunidade julgar de con-  
veniencia para o melhoramento  
dos Estatutos, poderao ser en-  
viadas ao signatario desta, etc o  
dia 20 do corrente, na certeza de  
que sera dada a maxima con-  
sideracao.

## NOTICE.

F. P. de V. SOARES,  
Secretario.

Hongkong, 6 de julho de 1914

AMERICAN DENTISTRY  
PORCELAIN FILLINGS.

The Latest Improvements, toward  
Lasting Workmanship and Painless  
Operations. No charge for examinations.  
Fee moderate. Diploma, Tokio.

Dr. T. YAMASAKI,  
34, Queen's Road Central  
(Corner of Flower Street.)

Telephone 1352.

## NOTICE.

M. R. Charles Alexander  
Hooper has this day been  
admitted a partner in our Firm  
which will continue to be carried  
on under the name of Johnson,  
Stokes and Master.

JOHNSON, STOKES  
& MASTER.

Hongkong, 1st July, 1914.

## NOTICES

HONGKONG GYMKHANA  
CLUB.

THE THIRD GYMKHANA  
MEETING of the Sen A  
will be held at Happy Valley on  
Saturday, the 11th July, 1914,  
commencing at 3.15 p.m.

The Charge for Admission will  
be \$1.00 for others than Members  
of the Hongkong Jockey Club or  
Gymkhana Club.

Soldiers and Sailors in uniform  
half price.

The Committee invite the  
Ladies of Hongkong to be  
present.

Hongkong, 8th July, 1914.

## NOTICE.

THE HONGKONG CENTRAL  
ESTATE LTD.

NOTICE is hereby given that  
the Statutory Meeting of  
Shareholders of this Company  
will be held at the Office of the  
General Manager at NOON on  
MONDAY 27th inst, instead of as  
previously notified.

By Order,

A. SHELTON HOOPER,  
Secretary to The Hong-  
kong Land Investment  
& Agency Company, Ltd.  
General Managers.

Hongkong, 6th July, 1914.

## MAN LOONG.

FIRST-CLASS PRESERVES, GINGER  
AND SOY MANUFACTURERS.

Factory at Yau Ma Tei  
Office: No. 36, Des Voeux Road, W.  
Telephone No. 177 & K. 12.

WE are the leading Manufacturers in  
this class of Goods. Our Fruit &  
Gingers are all fresh and of the first  
quality of Sugar. We give our special  
attention to our business and sanitary  
arrangements.

## BANKS

INTERNATIONAL BANKING  
CORPORATION.

Head Office—40, Wall Street, New York  
London Office—30, Finsbury, E.C.

## BRANCHES—

Kobe  
Calcutta  
Canton  
Cape  
Colombia  
Hongkong  
Hawke  
Kuala Lumpur  
Manila  
Mexico  
Panama  
Peru  
San Francisco  
Shanghai  
Vancouver

Capital and Surplus—Gold \$7,000,000  
equivalent.

EVERY DESCRIPTION OF BANKING BUSI-  
NESS, CURRENT ACCOUNTS opened on the basis  
of DEPOSITS RECEIVED, fixed for one year at  
any time, or for shorter periods, at rates which  
may be ascertained on application.

HILLS NEGOTIATED and COLLECTED,  
MAIL and TELEGRAPHIC REMITTANCES  
made.

LETTERS OF CREDIT and DRAFTS granted  
on all the principal cities in the World.

LETTERS OF CREDIT available all over the World.

COMMERCIAL LETTERS OF CREDIT  
issued.

PURCHASE and SALE of Stocks and Shares  
selected.

TRAVELLERS CHEQUES sold and cashed.

Manager.

Queen's Road, Hongkong

Hongkong, 1st Nov. 1912

## BANKS

HONGKONG & SHANGHAI  
BANKING CORPORA-  
TION.

Paid-up Capital \$15,000,000

RESERVE FUNDS:

Sterling £1,500,000 at 2%—

\$15,000,000

Silver \$17,650,000

equivalent.

\$32,650,000

Reserve Liability of

Proprietors \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale—Chairman

W. J. Patten, Esq.—Deputy

Chairman.

S. H. Dodwell, Esq.

G. T. M. Edkins, Esq.

C. S. Gubay, Esq.

F. H. Holyoak, Esq.

C. Landgraf, Esq.

F. Lieb, Esq.

J. A. Plummer, Esq.

Hon. Mr. E. Shallim,

H. A. Siebs, Esq.

Ad. Widmann, Esq.

CHIEF MANAGER:

Hongkong—N. J. Stahl

ACTING MANAGER:

Shanghai—J. D. Smart

London Bankers—London

County and Westminster

Limited.

Hongkong—Interest Allowed:

On Current Account at the rate

of 2 per cent. per annum on the

daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per

annum.

For 6 months, 3% per cent. per

annum.

For 12 months, 4 per cent. per

annum.

A. G. STEPHEN,

Acting Chief Manager.

HONGKONG SAVINGS BANK

THE CHARTERED BANK OF  
INDIA, AUSTRALIA AND  
CHINA.

Incorporated by Royal  
Charter 1853.

HEAD OFFICE—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,800,000

Proprietors £1,200,000

DEPOSITS RECEIVED

ON CURRENT ACCOUNTS

OPEN AND FIXED

DEPOSITS RECEIVED

FOR 12 MONTHS

AT 2 PER CENT. PER

ANNUM.

INTEREST ALLOWED

ON CURRENT ACCOUNT

AT 2 PER CENT. PER

ANNUM.

INTEREST ALLOWED

ON FIXED DEPOSITS

AT 2 PER CENT. PER

ANNUM.

INTEREST ALLOWED

ON 12 MONTHS

AT 2 PER CENT. PER

ANNUM.

INTEREST ALLOWED

ON 12 MONTHS

AT 2 PER CENT. PER

ANNUM.

INTEREST ALLOWED

ON 12 MONTHS

AT 2 PER CENT. PER

ANNUM.

INTEREST ALLOWED

ON 12 MONTHS

AT 2 PER CENT. PER

ANNUM.

INTEREST ALLOWED

ON 12 MONTHS

AT 2 PER CENT. PER

ANNUM.

INTEREST ALLOWED

ON 12 MONTHS

AT 2 PER CENT. PER

ANNUM.

INTEREST ALLOWED

ON 12 MONTHS

AT 2 PER CENT. PER

ANNUM.

INTEREST ALLOWED

## THE HUDSON SIX-40.

The Dragon Cycle Company's  
New Venture.

It may be well to draw the attention of those of our readers who are keen about motors and motorizing to a new type of car on sale at the Dragon Cycle Company's Garage—the Hudson Six-40 built by the well-known Hudson Company of Detroit.

It is now generally admitted by motorists that the six cylinder cars are steadily gaining universal preference, for they offer the only way to secure continuous power, perfect balance, absence of vibration at all speeds, flexibility, less shifting of gears, quick acceleration, and greater comfort. Further, they decrease the upkeep cost and the tire cost, and lessen the fuel consumption.

The other day we had an opportunity of testing the truth of some of the good things that the manufacturers have said about this car. We took the run from Kowloon to Tai Po, and back—surely a sufficiently difficult trial for any car, considering the ups and downs of the route. The journey was accomplished with absolute ease, no jolting, no rocking, no noise. All one had to do was to lie back, as in an easy chair, and admire the view. Even the highest grades were mounted without the least trouble. The country round about the district—as many of our readers do not know—is some of the finest to be seen locally; and our chief impression, on returning to Kowloon, was that the best way to enjoy such scenery is from the luxurious depths of a Hudson car.

Briefly the specifications of the Hudson Six-40 are as follow:

Wheel Base—123 inches.  
Horse-Power—40.  
Cylinders—3½ x 5.  
Seating Capacity—6.  
Colour—Grey.  
Wheels—Wire, 34-inch Option (wire extra charge.)  
Tires—34 x 4 front and rear.  
Carburetor—Hudson type  
Zenith.

Gasoline Supply—Tank in cowls. Gravity feed.  
Drive—Right side.

Control—Centre (right hand).

Ignition, Lighting and Starting

—Delco System (patented).

Transmission—Three speeds

forward; one reverse.

Clutch—Multiple disc, Hudson

type, cork inside.

Front Axle—Improved Lemoine

type.

Rear Axle—Full floating.

Springs—Half elliptic front,

three-quarter elliptic rear.

Rear spring underslung.

Top and Curtains—One Man

top, quickly adjustable curtains, folded in top.

Wind Shield—Rain vision and

clear vision; adjustable, ver-

tilating.

Speedometer Drive—New con-

cealed noiseless gears.

## CHINA IN CHAOS.

## What Yuan-Shih-k'ai is Doing.

Even serious students of Chinese affairs have been baffled lately by the confusion and obscurity in which the country is plunged. The best description of the course of recent events is an article on Yuan-Shih-k'ai which appeared in the last number of the *Round Table*. This article is obviously written from inside knowledge of Chinese affairs, and, although it does not point any path out of the present chaos, it does make clear the nature of many difficulties. The character of Yuan is impartially treated. Evidently he is regarded not as the best, but as the best that China had at the moment. Sun Yat Sen precipitated a crisis, and helped to bring ruin on his country because he was an unpractical idealist. Yuan rides the storm, because he is an opportunist, and no other kind of politician could have survived in the maelstrom of Chinese politics. China's weakness has been the opportunity of Japan and Russia, but her greatest enemy was the ill-digested theories of constitutional government with which her younger politicians were stung, many in Japanese and American universities. Yuan is steering back towards absolutism, the only form of government really suitable for a vast and heterogeneous empire with strong traditions. The Chinese have always enjoyed the fullest local self-government, and would, indeed, have sacrificed much of this under any real parliamentary system. At the same time they need a centre of national and religious life, such as can only be found in a semi-deified monarch. Whether Yuan can successfully found a dynasty or not remains to be seen—the writer of the *Round Table* article seems to consider a military autocracy as the only possible method of government—but, in any case, even those who have from time to time criticized him most keenly must hope that he will live long enough to reassert the power of central government, and to put an end to the present anarchy in the ancient empire.—United Empire.

## MAILS DUE.

French, Laihang, 11th inst.  
Siberian, Feiching, 11th inst.  
French, Amazon, 13th inst.  
American, Korea, 14th inst.

## MAILS VIA SIBERIA.

Left London June 13. Due Shanghai June 29.

## MAILS CLOSE TO-DAY.

Straits, Ceylon, India via Bombay—Per JAVA M., 10th July, 5 p.m.  
Straits—Per GOLDENFELS, 10th inst., 5 p.m.

## TO-MORROW.

Philippines Is.—Per ANTILLOCHUS, 11th July, 8 a.m.  
Straits—Per YANGTSE, 11th inst., 8 a.m.  
Holow & Tournay—Per HELENE, 11th inst., 8 a.m.  
Straits, Burmah, India via Calcutta—Per KAWACHI MARU, 11th July, 10 a.m.  
Aust. Mail. Phillipine Islands, Australia, Tasmania & Ceylon—Per Port Darwin—1 EASTERN, 11th July, 11 a.m.  
Shanghai, N. China & Japan via Moji—Per NILE, 11th July, 10 a.m.  
Saigon—Per QUARTA, 11th inst., 10 a.m.  
Shanghai & N. China—Per ESANG, 11th inst., 10 a.m.

## CLEARANCES AT THE HARBOUR OFFICE.

American & Canadian Mail. Phillipine Is., Australia, Tasmania & New Zealand—Per TAIYUAN, 11th July, 11 a.m.  
Philippines Is., Japan via Nagasaki—Per HOKKAIDO, United States, South America and Canada—Per TERSIA, 11th inst., 11 a.m.  
Philippines Is.—Per RUBI, 11th inst., 3 p.m.  
Philippines Is.—Per YUENSANG, 11th July, 1 p.m.  
Swatow, Amoy and Foochow—Per HAI-TAN, 11th inst., 1 p.m.  
Straits, Samruang & Sourabaya—Per CHUNSHAN, 11th inst., 1 p.m.

## AUSTRALIAN MAIL.

Philippines Is., Marron, Angaur, Samar, Yap, Fried, Wilhem, shaper, Rabaul, Herbertshohe, Matan, Australia, Tasmania, New Zealand via Batavia—Per P. SIGISMUND, 11th July, 2 p.m.  
Swatow—Bangkok—Per SAMSEN, 11th July, 2 p.m.

## SIBERIAN MAIL.

Shanghai & N. China—Per CHENAN, 11th July, 5 p.m.  
(To make connection with the Tien-tsin-Pukow Railway, closing at Shanghai Br. P. O. at 8.30 a.m. on Thursday the 16th July.)  
Swatow, Wei-hai-wei, Chefoo & Tientsin—Per HUICHOW, 11th inst., 5 p.m.

## MONDAY, 13th July.

Swatow—Per KATHIE, 13th inst., 8 a.m.  
Siberian Mail. Shanghai, North China and Japan via Kobe (Europe via Siberia)—Per AMAZONE, 13th July, 5 p.m.  
(To make connection with the Tien-tsin-Pukow Railway, closing at Shanghai Br. P. O. at 8.30 p.m. on Thursday, the 16th July.)

## TUESDAY, 14th July.

Jessolton, Kudat & Sandakan—Per BORNEO, 14th June, 8 a.m.  
Tientsin—Per CHEONGSANG, 14th inst., 9 a.m.  
Swatow, Amoy & Foochow—Per HAI-ANG, 14th inst., 10 a.m.  
Japan via Kobe—DILWARA, 14th inst., 10 a.m.  
(To make connection with the Tien-tsin-Pukow Railway, closing at Shanghai Br. P. O. at 11.30 a.m. on Monday, the 20th July.)

American & Canadian Mail. Saigon, Straits, Ceylon, Adelaid, Western Australia, India, Aden, Egypt and Europe via Marseilles (late Letters 11 to Noon. Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail—Per CHILLI, 14th inst., 11 a.m.  
Shanghai, N. China & Japan via Kobo—Per LAISANG, 14th July, 11 a.m.  
Formosa via Keelung, Shih, N. China & Japan via Moji, Victoria B. C. & Seattle, Wash.—SHIDZUOKA M., 14th inst., 3 p.m.  
Philippines Is.—Per TAMING, 14th inst., 3 p.m.

## WEDNESDAY, 15th July.

Straits & Colombo—Per KITANO M., 15th July, 9 a.m.  
Swatow—Per HAIMUN 15th inst., 10 a.m.  
Straits & India via Calcutta—Per KUTSANG, 15th July, 11 a.m.

## THURSDAY, 16th July.

Shanghai & North China—Per LUCHOW, 16th July, 3 p.m.

## SINO-BELGIAN CORPORATION.

Peking, July 3.—It is understood that, owing to the protests made by two Legations, the Sino-Belgian Mining Corporation scheme has been withdrawn for bunker coal exclusively are exempt from all shipping dues and charges.

## A. BUNE.

## IT IS WHAT YOU GET MORE

THAN WHAT YOU PAY. THE

DOUBLE STRENGTH MEANS

DOUBLE VALUE.

## LOTUS MOKHA

IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.

H. RUTTONJEE & SON.

## POST OFFICE.

Two packets of correspondence (in Siberia) have been received damaged by fire. Such letters as can be identified will be forwarded to the addressees.

The Laihang, with the French Mail is due to arrive here to-morrow. The Feiching with the Mail from London (via Siberia) on Saturday, the 20th ult., is due to arrive here to-morrow. The Amazon with the French Mail is due to arrive here on Monday the 13th inst., at daylight.

The Korea, with the American Mail, is due to arrive here on Tuesday the 14th inst.

## ARRIVED.

## SHIPPING NEWS.

## WEATHER REPORT.

## ARRIVED.

Chenan, Br. ss. 1,350, W. Lloyd Jones, 10th inst.—Shanghai, 7th instant. Gen.—B. & S.

Daiji Morn. Jap. ss. 147, S. Tokushige, 9th inst.—Swatow, 5th inst. Gen.—O. S. K.

Goldenfels, Ger. 4,707, P. Diedrichsen, 9th inst.—Shanghai, 5th inst. Gen.—H. A. L.

Hinomar. Br. ss. 1,855, A. C. Kennedy, 10th inst.—Sandakan, 4th instant. Gen.—J. M. & Co.

French, Laihang, 11th inst.

Siberian, Feiching, 11th inst.

French, Amazon, 13th inst.

American, Korea, 14th inst.

MAILED.

French, Laihang, 11th inst.

Siberian, Feiching, 11th inst.

French, Amazon, 13th inst.

American, Korea, 14th inst.

MAILED.

French, Laihang, 11th inst.

Siberian, Feiching, 11th inst.

French, Amazon, 13th inst.

American, Korea, 14th inst.

MAILED.

French, Laihang, 11th inst.

Siberian, Feiching, 11th inst.

French, Amazon, 13th inst.

American, Korea, 14th inst.

MAILED.

French, Laihang, 11th inst.

Siberian, Feiching, 11th inst.

French, Amazon, 13th inst.

American, Korea, 14th inst.

MAILED.

French, Laihang, 11th inst.

Siberian, Feiching, 11th inst.

French, Amazon, 13th inst.

American, Korea, 14th inst.

MAILED.

French, Laihang, 11th inst.

Siberian, Feiching, 11th inst.

French, Amazon, 13th inst.

American, Korea, 14th inst.

MAILED.

French, Laihang, 11th inst.

Siberian, Feiching, 11th inst.

French, Amazon, 13th inst.

American, Korea, 14th inst.

MAILED.

French, Laihang, 11th inst.

Siberian, Feiching, 11th inst.

French, Amazon, 13th inst.

American, Korea, 14th inst.

MAILED.

French, Laihang, 11th inst.

Siberian, Feiching, 11th inst.

French, Amazon, 13th inst.

American, Korea, 14th inst.

MAILED.

French, Laihang, 11th inst.

Siberian, Feiching, 11th inst.

French, Amazon, 13th inst.

American, Korea, 14th inst.

MAILED.

French, Laihang, 11th inst.

Siberian, Feiching, 11th inst.

French, Amazon, 13th inst.

American, Korea, 14th inst.

</